



March 16, 2015

RE: Notice to Consultants
Request for Qualifications
Consulting Engineering Services
Old Halls Ferry Road Bridge No. 107
0.10 miles north of State Route AC / New Halls Ferry Road
Federal Project No. BRM-5610(609)
St. Louis County Project No. AR-1647

The St. Louis County Department of Highways & Traffic is requesting the services of a well-qualified consulting engineering firm to perform the described professional services for the subject project. Qualifications-Based Selection (QBS) will be used to determine the successful respondent.

General Description of Services Required:

The project involves the removal and replacement of the Old Halls Ferry Road Bridge No. 107 over Halls Ferry Creek, located 0.10 miles north of State Route AC / New Halls Ferry Road.

- Hydraulics & FEMA No-Rise Certification
- Geotechnical Analysis & Design
- Miscellaneous Pick-Up Survey Work (as necessary)
- Right-of-Way Plans
- Preliminary Plans
- Final Plans
- Job Special Provisions
- Construction Estimates
- Coordination with the Missouri Department of Transportation (MoDOT)
- Drainage Design and MSD Permitting (if necessary)
- Utility Coordination (if necessary)

St. Louis County personnel will perform the topographic, boundary, and channel surveys required for this project. St. Louis County staff will also compile the bidding documents and handle the bidding process. Coordination with MoDOT will require coordination with MoDOT's Local Roads group with respect to federal-aid funding requirements.

The anticipated project schedule is as follows:

Qualifications Statements Due:	April 3, 2015
Short List Announced:	April 10, 2015

Interviews:	April 20, 2015
Selection:	April 21, 2015
Negotiation:	April-May, 2015
Legislation/Execution of Contract	May - July, 2015
Notice to Proceed:	August, 2015
Preliminary Plans:	November, 2015
Right-of-Way Plans:	February, 2016
Construction Plans:	December, 2016

Please limit your letter of interest to no more than five (5) pages. The 5 page limit is all-inclusive, except as specifically noted herein. The submittal should include a statement describing why your firm is interested in the project. This letter should also include any information which may help in the selection process, such as key project personnel, their backgrounds, and other similar projects your firm has completed in the recent past. Lengthy submittals of general company information are not necessary and will not be accepted. Any sub-consultants needed to complete the professional services requested by St. Louis County must be listed.

It is required that your firm's Statement of Qualification (RSMo 8.285 through 8.291) and an Affidavit of Compliance with the federal work authorization program along with a copy of your firm's E-Verify Memorandum of Understanding (15 CSR 60-15.020) be submitted with your firm's Letter of Interest. These items do not count towards the 5-page limit.

Qualifications Statements will be scored based on the following criteria:

- Overall Experience and Technical Competence – 40 points
- Capacity and Capability – 20 points
- Past Record of Performance – 30 points
- Accessibility of Firm & Staff – 10 points

From the qualification statements received, a short list of at least three (3) firms and no more than five (5) firms will be invited for informal thirty (30) minute interviews. The informal interviews will consist of a brief question and answer period followed by general discussion of the project. Scores from the Qualifications Statements will comprise 15% of each firm's interview score in accordance with the Department's QBS policy. PowerPoint, presentation boards, and leave-behind packets will not be permitted.

DBE firms must be listed in the MRCC DBE Directory located on MoDOT's website at www.modot.gov, in order to be counted as participation towards an established DBE Goal. We encourage DBE firms to submit letters of interest as prime consultants for any project they feel can be managed by their firm.

If your firm would like to be considered for consulting services, please e-mail your Qualifications Statement to Pamela Thebeau, P.E., Supervisor, Project Managers at PThebeau@stlouisco.com as a PDF file. All Qualifications Statements must be received by 2:00 p.m., local time, on April 3, 2015 to be considered for this project. Questions regarding this solicitation shall be submitted in writing to the project contact above. Phone inquiries will not be accepted. Failure to comply with the requirements of the RFQ may negatively impact the evaluation of the consultant's Statement of Qualifications.

The TIP application, latest bridge inspection report, and existing bridge plans are attached on the following pages.

<i>St. Louis County, Old Halls Ferry Road Bridge No. 107 Replacement</i>	
Federal Aid No.:	BRM-5610(609), TIP# 6561-15
Location:	Old Halls Ferry Road over Halls Ferry Creek
Proposed Improvement:	Bridge Replacement
Length:	0.10 miles
Approximate Construction Cost:	\$1,043,300
DBE Goal Determination	10%
Consultant Services Required:	<p><i>The project involves the removal and replacement of the Old Halls Ferry Road Bridge No. 107 over branch of Coldwater Creek, located 0.10 miles north of State Route AC / New Halls Ferry Road.</i></p> <ul style="list-style-type: none"> • <i>Hydraulics & FEMA No-Rise Certification</i> • <i>Geotechnical Analysis & Design</i> • <i>Miscellaneous Pick-Up Survey Work (as necessary)</i> • <i>Right-of-Way Plans</i> • <i>Preliminary Plans</i> • <i>Final Plans</i> • <i>Job Special Provisions</i> • <i>Construction Estimates</i> • <i>Coordination with the Missouri Department of Transportation (MoDOT)</i> • <i>Drainage Design and MSD Permitting (if necessary)</i> • <i>Utility Coordination (if necessary)</i> <p><i>St. Louis County staff will compile the bidding documents and handle the bidding process. Coordination with MoDOT will require coordination with MoDOT's Local Roads group with respect to federal-aid funding requirements.</i></p>
Other Comments:	St. Louis County personnel will perform the topographic, boundary, and channel surveys required for this project.
Contact:	Pamela Thebeau, P.E. Supervisor, Project Managers St. Louis County Department of Highways & Traffic PThebeau@stlouisco.com All questions and submittals via e-mail. Phone inquiries not accepted.
Deadline:	April 3, 2015 at 2:00 p.m.



OFFICE OF THE COUNTY EXECUTIVE

SAINT LOUIS COUNTY
41 SOUTH CENTRAL AVENUE
SAINT LOUIS, MISSOURI 63105

STEVEN V. STENGER
COUNTY EXECUTIVE

January 14, 2015

(314) 615-7016

Mr. Ed Hillhouse
Executive Director
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600
St. Louis, Missouri 63102-2451

Subject: Request for On-System Bridge Funds for the Old Halls Ferry Bridge
Replacement Project

Dear Mr. Hillhouse:

I am writing to express my strong support for St. Louis County's application for On-System Bridge Program (BRM) funds for our proposed Old Halls Ferry Road Bridge Replacement Project between New Halls Ferry Road and Interstate 270, where Old Halls Ferry Road crosses Halls Ferry Creek. This project enjoys the support of the City of Ferguson and North County community.

The seventy-four (74) year old bridge is narrow, and the bridge is deteriorating with concrete spalls common throughout. Additionally, some of the reinforcing steel has sustained considerable section loss due to corrosion. The new bridge will be essentially the same length as the old bridge, however it will be wider to accommodate wide travel lanes, shoulders and a sidewalk on the east side of the bridge providing a connection for the existing sidewalk to the north and south of the bridge. The wider travel lanes are in compliance with the recommendations of the Gateway Bike Plan, and with additional of shoulders and the sidewalk connection provides improved safety for pedestrians, bicyclists, and motorists utilizing the Halley Ferry Bridge.

This bridge is located on a County Arterial Road. The St. Louis County Arterial Road System (ARS) provides a way to school and work, a link to commerce, routes for emergency service vehicles, and a means by which residents living on minor streets can access other primary routes and freeways. Streets such as Old Halls Ferry Road play a vital role in the safe, efficient, and economical movement of people, goods and services throughout the St. Louis County region.

I hope you favorably consider our application for BRM funds for the Old Halls Ferry Road Bridge Bridge Replacement Project.

Sincerely,

A handwritten signature in black ink, appearing to be "S. Stenger", written over a horizontal line.

Steven V. Stenger
County Executive

SVS:LEW:mtb

cc: Stephanie Leon Streeter, P.E, Acting Director, Highways & Traffic and Public Works

Project Sponsor Checklist – Submit with application. Project applicant must initial next to each box and sign bottom of page. Attach to front of application.

Initial

BRM Project Applications

- | | |
|------------|---|
| <u>dm</u> | <input type="checkbox"/> One (1) paper copy of TIP application delivered to East-West Gateway (binder clips only, no staples, no ring binding) |
| <u>dm</u> | <input type="checkbox"/> One (1) electronic copy of application delivered to East-West Gateway (adobe acrobat file .pdf) – may be emailed, delivered on CD/DVD, etc.) |
| <u>dm</u> | <input type="checkbox"/> Online application marked 'final' |
| <u>dm</u> | <input type="checkbox"/> Project Location map (8 ½ x 11 preferred) |
| <u>dm</u> | <input type="checkbox"/> Detailed cost estimate for project |
| <u>N/A</u> | <input type="checkbox"/> Letter of permission from owner of facility (required if sponsor does not own roadway) |
| <u>N/A</u> | <input type="checkbox"/> Letter of project support from individual, business, local public agency or other third party provide matching funds or be requested to provide matching funds in the future for project (if necessary) |
| <u>dm</u> | <input type="checkbox"/> Signature Pages – required for all sponsors <ul style="list-style-type: none"> <input type="checkbox"/> Financial certification of matching funds <input type="checkbox"/> Person(s) of responsible charge <input type="checkbox"/> Title VI certification <input type="checkbox"/> Right-of-way Acquisition Statement (Missouri only) |
| <u>dm</u> | <input type="checkbox"/> Reasonable Progress (Missouri only) |
| <u>N/A</u> | <input type="checkbox"/> Application fee equal to ½% of federal funds requested for the project. Make checks payable to "East-West Gateway Council of Governments"; or "East-West Gateway COG" – required for all sponsors |
| <u>N/A</u> | <input type="checkbox"/> Operations and Maintenance Form - required for sponsors who did not submit application in March 2014 |
| <u>dm</u> | <input type="checkbox"/> Cross-section of improvements |
| <u>dm</u> | <input type="checkbox"/> Bridge inspection report from state DOT (required for bridge projects) |
| <u>N/A</u> | <input type="checkbox"/> Sketch of proposed bridge replacement and realigned road (required for bridge projects that have associated road work beyond the touchdown point – for example vertical or horizontal road realignment) |
| <u>N/A</u> | <input type="checkbox"/> Summary of Police reports including sufficient detail such as type of accident and location (required to justify safety priority condition for road/intersection projects) |
| <u>N/A</u> | <input type="checkbox"/> Level of Service Calculations (required to justify congestion priority condition) |
| <u>N/A</u> | <input type="checkbox"/> Congestion Management Study (required only if project would add one or more through lanes on an arterial or expressway for at least 1 mile or for the entire distance between major intersections) |
| <u>N/A</u> | <input type="checkbox"/> Pages from adopted plans where project is referenced – Not the entire plan (required for sustainable development priority condition) |

Ted [Signature] 1/14/15
Application Contact or Project Contact Signature and date

Project Record Number 18114361

Old Halls Ferry Road Bridge No. 107

**FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM
ON-SYSTEM BRIDGE PROGRAM (BRM) SUPPLEMENTAL ROUND
NEW PROJECT APPLICATION**

Clear Form and Create New Project

Retrieve Existing Project

Update/Save Project

PROJECT RECORD NUMBER **18114361**

Clear All Fields

Before starting new applications, select "Clear Form and Create New Project". Applications with no record number cannot be saved. The project number will be needed if you wish to retrieve/edit/print the application at a later time.

Select one:

- ☐ Application withdrawn
☐ Preliminary complete (ready for comments)- Due December 4, 2014 - Optional
☒ Final complete - Due January 15, 2015
Signatures, Supplemental Information, and Application Fee - Due January 15, 2015

A. SPONSOR INFORMATION

Sponsoring Agency: **St. Louis County Government**

Chief Elected Official: **Steven V. Stenger, County Executive**

Address: **41 South Central Avenue**

City: **Clayton**

State: **MO**

Zip: **63105**

E-Mail: **N/A**

Project Contact: **Ted Medler, P.E., S.E.**

Title: **Division Mgr. - Planning and Programming**

Address: **1050 North Lindbergh Boulevard**

City: **St. Louis**

State: **MO**

Zip: **63132**

Phone: **314-615-8637**

Fax: **314-615-8194**

E-mail: **TMedler@stlouisco.com**

Application Contact: **Debra K. Aylsworth, P.E., Improvement Programs Manager**

E-Mail: **DAylsworth@stlouisco.com**

Phone: **314-615-8565**

B. PROJECT INFORMATION

Project Title: **Old Halls Ferry Road Bridge No. 107**

Project Limits (i.e., Taylor Ave to Moss St or over Moss Creek - include map):

Old Halls Ferry Road Bridge No. 107 is located approximately 0.10 miles north of New Halls Ferry Road over Halls Ferry Creek.

Is this project a continuation of, or is it otherwise related to, another project that previously was programmed in the TIP? If so, explain this relationship.

No

Has your agency previously competed for funds for this specific project? If so, when?

No

Does your agency own and maintain this facility? ☒ Yes ☐ No If no, a letter of support is required from the facility owner.

Project Priority Area:

Type of Improvement:

Type of project:

Project Length (Miles):

Estimated date of completion (MO/YEAR):

Usage (Average Daily Traffic, Ridership, etc.):

	Currently	Proposed
ADT	<input type="text" value="10475.00"/>	<input type="text" value="11393.00"/>
Year	<input type="text" value="2012.00"/>	<input type="text" value="2035.00"/>

Vehicle Occupancy Rate (Regional Average=1.25): Currently Proposed

Federal Functional Roadway Classification (per East-West Gateway):

BRIDGE PROJECTS ONLY - Complete next four questions

Bridge Identification Number (Per state inventory):

Bridge Sufficiency Rating (Per state inventory):

Is bridge listed on state inventory as deficient? ☒ Yes ☐ No

Will there be any realignment of the connecting roadway (vertical or horizontal) as part of the bridge replacement? ☒ No ☐ Yes If yes, include sketch of proposed bridge replacement and realigned road.

Number of through traffic lanes: Currently Proposed

Number of turn lanes: Currently Proposed

Are two-way left turn lanes proposed as part of this project? If yes, give details below:

Is the terrain flat or rolling?

If the terrain is rolling, describe what measures have been taken to maximize the sight distance where the two-way left turn lanes are proposed:

Speed limit: Currently Proposed

Lane width: Currently Proposed

Shoulder width: Currently Proposed

Bridge width (gutterline to gutterline): Currently Proposed

Curb & gutter?: Currently Proposed

Sidewalks?: Currently Proposed

Sidewalk Width: Currently Proposed

Parking allowed: Currently Proposed

Will additional right of way, TSCL or easement be acquired?

If yes,

- Estimated additional right of way (in acres) needed:

- Estimated permanent easements (in acres) needed:

- Estimated temporary easements (in acres) needed:

- Any residential or commercial displacements anticipated? If yes, give details on how many and if they are residential and/or commercial.

No

Right of way acquisition by:

Right of way condemnation by:

Please attach the following items, if available.

- Traffic Flow diagram for more than 2 lane improvement
- Scope of engineering services

UTILITY COORDINATION

Will coordination with utilities be required? ☒ Yes If yes, check the appropriate box to select the type of utility. Then give the names of the utility companies. Utilities must be notified of proposed improvements early in the design process.

Electric	<input checked="" type="checkbox"/>	Ameren Union Electric Company
Phone	<input checked="" type="checkbox"/>	AT&T
Gas	<input checked="" type="checkbox"/>	Laclede Gas Company
Water	<input checked="" type="checkbox"/>	Missouri American Water Company
Cable TV	<input checked="" type="checkbox"/>	Charter Communications
Storm Sewer	<input checked="" type="checkbox"/>	Metropolitan St Louis Sewer District
Sanitary Sewer	<input checked="" type="checkbox"/>	Metropolitan St Louis Sewer District
Other	<input type="checkbox"/>	

Please give detail concerning potential utility conflicts / problems / issues:

St. Louis County Department of Highways & Traffic personnel will coordinate the proposed bridge replacement project with utility service providers. All valve box covers, manhole covers, utility vault covers, storm water inlets and other utility structures within the proposed limits of the project will be located and identified. They will be clearly marked to prevent damage during the construction project. All manhole covers, valve box covers, utility vault covers and other utility covers will be adjusted to the final pavement grade following completion of approach pavement work. St Louis County will also confirm the type and conditions on any utility structures which may be attached to Old Halls Ferry Bridge No 107 and make the necessary arrangements to protect, relocate or replace the utility facilities as needed.

The County will coordinate the project schedule with utility providers in order to minimize, where applicable, future pavement cuts and patches for utility work within the limits of the bridge replacement project.

Utility coordination completed by:

Designed by:

Inspection by:

BICYCLE AND PEDESTRIAN FACILITIES

All applicants are required to comply with the Americans with Disabilities Act of 1990. 23 USC 217 (g) states:

"Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted....Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians."

The Gateway Bike Plan provides a long-term vision for a connected system of on road bicycle routes between communities, transit, greenways, and trails. Information is available at StLBikePlan.com

If any bicycle and/or pedestrian elements are included in this project, what are they? What strategies or recommendations from the Gateway Bike Plan are being implemented?

There are no bicycle or pedestrian facilities on the existing bridge. A sidewalk is located on the east side of Old Halls Ferry Road north and south of the bridge. St. Louis County will provide a six foot wide sidewalk on the east side of the bridge, connecting to the existing sidewalks. St. Louis County will provide fourteen foot wide outside shared lanes for bicycle accommodations on the bridge. There are currently no bicycle facilities on Old Halls Ferry Road north and south of the bridge. However, the Gateway Bike Plan calls for Old Halls Ferry Road to have wide outside shared lanes from the intersection with New Halls Ferry Road to the intersection with Parker Road.

If bicycle and/or pedestrian elements are not included, WHY NOT (required)? Failure to include bicycle and/or pedestrian accommodations may result in project not being funded.

They are provided and are in compliance with the recommendations in the Gateway Bike Plan.

C. PROJECT JUSTIFICATION/DESCRIPTION

Please describe 1.) the proposed improvement, 2.) the transportation problem the improvement will address, 3.) the effect the improvement will have on the problem, and 4.) any Transportation System Management or Transportation Demand Management strategies (as described in Appendix A included in the workbook).

If the project is proposing to add capacity for single-occupant vehicles by adding lanes or by constructing a new facility, a Congestion Management Study (CMS) report may be required. The CMS requirements are described in Appendix A included in the workbook. If you are unsure if a CMS is needed, please contact Jason Lange at MO: (314) 421-4220 or IL: (618) 274-1750.

Projects must be based upon the ten principles/strategies of RTP 2040, the St. Louis region's Long Range Transportation Plan. See page 6 of the BRM workbook for more information.

Be as specific as possible. Attach additional sheets as needed.

Old Halls Ferry Road Bridge No. 107 is an approximately 74 year old single span bridge with severe deterioration. It has a bridge rating of 9.3, on a scale of 1 to 100 with 1 being the worst.

The current bridge substructure is deteriorating, with concrete spalls common throughout. Additionally, some of the reinforcing steel has become exposed and has sustained considerable section loss due to corrosion. St Louis County proposes to replace the existing single span structure with a new structure. The superstructure is anticipated to be precast prestressed concrete spread box beams. The bridge span length will be similar to the existing span length of 52 feet as the channel has been fully improved to a reinforced concrete "U" channel by the Metropolitan Sewer District (MSD). The bridge will be widened, curb to curb, from 39 feet to 44 feet. A 44-foot bridge roadway accommodates two 14' wide lanes, shoulders and a sidewalk on the east side of the bridge providing a connection for the existing sidewalk to the north and south of the bridge.

GREAT STREETS (This section is intended to be completed only for projects that are utilizing concepts from the Great Streets Initiative)

Road construction does not just apply to moving cars and trucks faster. It's really about accommodating people, which can include such things as: traffic calming, bicycle/pedestrian accommodations, compliance with the Americans with Disabilities Act, landscaping, access management, architectural design standards, and zoning changes to encourage specified land uses and promote economic development. East-West Gateway's Great Streets Initiative helps local sponsors create a complete street. A toolbox has been created that guides sponsors to use the Great Streets template that applies to their place. Place types include: downtown main street, mixed-use district, small town downtown, residential neighborhood, office employment area, civic/educational corridor, neighborhood shops, and commercial/service corridor.

Detailed information can be found at: <http://www.ewgateway.org/greatstreets/greatstreets.htm>. If you have any questions about Great Streets, contact Paul Hubbman at: MO: (314) 421-4220 or IL: (618) 274-2750.

A Great Streets project is required to address these eight characteristics:

1. Great Streets are great places
2. Great Streets integrate land use and transportation planning
3. Great Streets are economically vibrant
4. Great Streets accommodate all users and all modes
5. Great Streets are environmentally responsible
6. Great Streets rely on current thinking
7. Great Streets are measurable
8. Great Streets develop collaboratively

Please describe below how this project incorporates each of the seven criteria. Attach additional sheets as needed.

This is a bridge replacement project. However, the addition of pedestrian and bicycle facilities on the replacement bridge help to achieve the goals of Great Streets, particularly for accommodating all users and modes. In addition, the new bridge will be constructed in an environmentally responsible manner, in compliance with Metropolitan St. Louis Sewer District stormwater management regulations as well as the requirements of the Clean Water Act.

D. PROJECT COMPOSITION

Please indicate the approximate percentage of the project that covers each of the elements below:

MODAL ELEMENTS	Total Cost	
Roadway elements	98.00	%
Transit elements	0.00	%
Bicycle and Pedestrian elements	2.00	%
Port and Freight Facility elements	0.00	%
<i>TOTAL (100%)</i>	100.00	%

ACTIVITY TYPE	Total Cost	
Replace/Rehabilitation of existing facilities	100.00	%
Expansion/Enhancement - new or expanded facilities and assets (not replacement)	0.00	%
Planning Studies - such as general program evaluation, corridor studies, MTIA or environmental analysis (not preliminary or construction engineering)	0.00	%
<i>TOTAL (100%)</i>	100.00	%

PROJECT FUNCTIONS	Total Cost	
Preservation elements	98.00	%
Safety elements	1.00	%
Congestion elements	0.00	%
Access to Opportunity elements	1.00	%
Sustainable Development elements	0.00	%
Goods Movement elements	0.00	%
<i>TOTAL (100%)</i>	100.00	%

E. IMPROVEMENT EVALUATION CRITERIA

Select a priority condition that is based on the primary focus area of the project. The priority condition should be the same for each focus area on pages 9-14.

PRESERVATION

Preservation of the existing infrastructure will be achieved by managing and maintaining current roadway, bridge, transit and intermodal assets. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information. Points will be assigned only if project will improve deficient condition and documentation of condition is provided with project application.

Priority Condition

System Condition (describe condition and measure used)

Old Halls Ferry Road Bridge No. 107 has a bridge sufficiency rating of a 9.3.

PRESERVATION MEASURES	High Priority Condition	Medium Priority Condition	Lower Priority Condition
Road	Pavement Condition 20-56 on Scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition less than 20 or 57-75 on scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition greater than 75 on Scale of 100 or equivalent AND project will improve deficient condition.
Bridge	Bridge Sufficiency Rating less than 40 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating of 40-79.9 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating greater than 80 on Scale of 100 AND project will improve deficient condition.
Signal	Project will replace equipment older than 20 years, and equipment is outdated, not repairable	Project will replace equipment 10 to 20 years old and not compatible with coordinated systems	Project will replace equipment in good condition, as per industry standard
Transit	Project will replace equipment at normal replacement cycle age in FTA Circular 9030	Project will replace equipment that is non-operational /unreliable/beyond normal replacement cycle age in FTA Circular 9030	Project will replace equipment earlier than normal replacement cycle age in FTA Circular 9030
Port/Freight	Poor condition as per standard AND project will improve deficient condition.	Very poor or fair condition as per standard AND project will improve deficient condition.	Good condition as per standard AND project will improve deficient condition.
Bike/Ped	Average PSR rating of sidewalk 0-1.5 (see App F or workbook for how to rate).	Average PSR rating of sidewalk 1.5-2.5 (see App F or workbook for how to rate).	Average PSR rating of sidewalk 2.5-3.5 (see App F or workbook for how to rate).

***NOTE:** Only projects that propose to replace, rehabilitate, or repair a facility or equipment can receive points in this category. Projects that propose to construct an entirely new facility receive 0 points (N/A). Systematic preventive maintenance activities (i.e., activities that are part of a planned strategy or program) intended to extend the life of the facility are eligible for funding, provided the DOT has approved the systematic strategy or program.

SAFETY

Safety and Security in Travel will be achieved by decreasing the risk of personal injury and property damage on, in, and around transportation facilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.
Include a summary of police reports for crashes that occurred within the project limits including how proposed improvement to the facility would reduce crashes.

Total number of crashes over last 3 years:

Number of crashes by type: Fatal Serious Injury Property Damage Only

Crash Rate for the proposed project location (use formula below):

To compute crashes per million vehicle miles use the formula:

$$\frac{\text{Average Number of Crashes per year over last 3 years} \times 1,000,000}{\text{Average Daily Traffic} \times 365 \times \text{length of project in miles}} = \text{Crash Rate}$$

Priority Condition

System Condition / Problem Addressed

Old Halls Ferry Road Bridge No. 107 has a bridge sufficiency rating of 9.3. Bridge replacement improves the deficient condition.

SAFETY MEASURES	High Priority Condition	Medium Priority Condition	Lower Priority Condition
Road/ Intersection	Crash rate per million vehicle miles is 6.0 or higher AND project addresses specific safety issues(s) related to crashes * OR improves problems identified in road safety audit OR addresses fatal/serious injury crash(es)	Crash rate per million vehicle miles is 3.0 to 5.9 AND project addresses specific safety issues(s) related to crashes *	Accident rate per million vehicle miles is less than 3.0 AND project addresses specific safety issue(s)*
Bridge	Bridge sufficiency rating less than 20 on scale of 100 AND project will improve deficient condition.	Bridge sufficiency rating 20-49.9 on scale of 100 AND project will improve deficient condition.	Bridge sufficiency rating greater than 50 on scale of 100 AND project will improve deficient condition.
Transit/Other	Poor condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)	Fair condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)	Good condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)
Bike/Ped	New bike/ped facility: Sidewalks on both side of road (at least 5' wide) or dedicated multi-use path (at least 10' wide)	New bike/ped facility: Sidewalk on one side of road (at least 5' wide) or on-road bike lane OR new bike/ped facility: Sidewalks on both side of road (4' to 5' wide) or dedicated multi-use path (8'-10' wide)	Improvements to existing facility or shared lane traffic markers

* e.g., paved shoulder, new pedestrian or bicycle facility, revisions to horizontal or vertical alignment, intersection improvements, guardrail or median barrier.

CONGESTION

Congestion Management will be achieved by ensuring that congestion of the region's roadways does not reach levels which compromise economic competitiveness. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Does this project increase capacity for Single-Occupant Vehicles (SOV)?

If yes, an evaluation of the impact to SOV capacity* of reasonable demand strategies that fit in the corridor must be completed. This evaluation must follow the framework of the St. Louis Region Congestion Management Process Mitigation Handbook and included with the application. See Section VI (page 12 of workbook) for more information.

Priority Condition

System Condition (describe condition and measure used)

CONGESTION MEASURES	High Priority Condition	Medium Priority Condition	Lower Priority Condition
Road/Bridge Intersection	Level of Service E or F AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)	Level of Service D AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)	Level of Service A, B or C AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)
Transit	Introduction of peak-hour transit service in a new market	Expansion of peak-hour transit service or new transit facility in an existing market	Improved transit facility
Education, Rideshare and/or Bike-Ped	Program intended to encourage use of other modes or alternatives (e.g., transit, ridesharing, carpooling)	New pedestrian or bicycle facility (non-recreational)	Improved pedestrian or bicycle facility (non-recreational)

Note:
 --Calculate Level of Service (LOS) per method outlined in the *Highway Capacity Manual*, Transportation Research Board, National Research Council, Washington, D.C. 2000.
 --If the project is a bicycle/pedestrian or transit improvement designed primarily to relieve parallel corridor (roadway) congestion - indicate peak average corresponding roadway LOS.
 -- Projects must comply with the Regional ITS Standards set forth in the document titled *Bi-State St. Louis Regional ITS Architecture*, April 2005

*A study is required if the project proposes to add one or more lanes for a length of at least 1 mile (or the entire distance between major intersections) on a roadway functionally classified as an arterial or above.

ACCESS TO OPPORTUNITY

Access to Opportunity will be achieved by addressing the complex mobility needs of persons living in low-income communities and persons with disabilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information such as transit lines or stops on or within 1/4 mile of proposed improvements.

Priority Condition

Access to Opportunity Measures / Problem Addressed

The replacement of the Old Halls Ferry Road Bridge No. 107 serves the City of Ferguson and provides access to opportunity for nearby residents. North of the Old Halls Ferry Road Bridge, the adjacent land use consists primarily of a residential area on the east side and a commercial area on the west side. The commercial area provides employment opportunity for nearby residents. The new bridge will be constructed in compliance with the Americans with Disability Act requirements. The addition of an ADA compliant sidewalk on the bridge will make accessibility safer, as those that are mobility challenged will no longer need to maneuver into traffic lanes. The proposed bridge improves mobility and access to opportunity for citizens in nearby disadvantaged communities.

Old Halls Ferry serves MetroBus Route 174X, the Halls Ferry Express, which provides service between downtown St. Louis, through Jennings and Ferguson, to Florissant and north St. Louis County.

ACCESS TO OPPORTUNITY MEASURES

Priority Condition

(1) Project is located within an area that meets either of the disadvantaged community criteria below, AND (2) project provides direct access to opportunity for disadvantaged individuals (e.g., paratransit service, ride service for elderly, job access program, new transit stop at major employment or activity center, pedestrian or bicycle facility to enable direct access to transit) **(5pts)**

Project either provides direct access to opportunity for disadvantaged individuals (e.g., paratransit service, ride service for elderly, job access program, new transit stop at major employment or activity center, pedestrian or bicycle facility to enable direct access to transit) AND includes measures to eliminate accessibility barriers and bring a non-ADA-compliant facility into ADA compliance. **(3pts)**

Includes measures to eliminate accessibility barriers and bring a non-ADA compliant facility into ADA compliance. **(1pt)**

*Disadvantaged Community: Any community within the region in which (1) the unemployment rate is 50% higher than the region as a whole (2010 metropolitan rate= 10.0%), or (2) in which 10 percent or more of the households headed by an adult have no private vehicle. A map of qualifying areas is included in Appendix F of the project workbook.

SUSTAINABLE DEVELOPMENT

Sustainable Development will be achieved by coordinating transportation, land use, economic development, environmental quality, and community aesthetics. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Does the project conform with community, subarea, or corridor level needs as identified in an adopted local and/or regional land use plan, development plan, or economic development plan? ☒ Yes

Cite adopted plan(s) that the project is identified in:

This is in compliance with and supports the goals of Imagining Tomorrow, the comprehensive plan for St. Louis County. It also supports the goals of One STL.

Priority Condition ☐ Not Applicable (0 pts)

Sustainable Development Measures (e.g., measures to integrate Great Streets Initiative design techniques, enhance connectivity across or between modes, promote transportation and development actions that reduce the need for travel, avoid impacts to sensitive environmental or cultural resources, etc.)

This is a bridge replacement project. However, it incorporates Great Streets elements particularly by accommodating pedestrians and bicyclists. The current bridge does not. This bridge also provides additional access to destination areas.

SUSTAINABLE DEVELOPMENT MEASURES

Priority Condition

Project (1) conforms to the plan(s) identified above, AND (2) is located within 1/2 mile of a central business district (CBD) or major activity center, AND (3) improves access to, and supports the redevelopment of an underutilized commercial, industrial, or brownfield area. **(5pts)**

Project (1) conforms to the plan(s) identified above, AND (2) is located within 1/2 mile of a central business district (CBD) or major activity center, AND (3) improves access to, and supports the continued development of an established commercial or industrial area **(3pts)**

Project (1) conforms to the plan(s) identified above, AND (2) improves access to, and supports the development of a commercial or industrial area or established residential area **(1pt)**

**Major activity center = major employer, hospital or medical center, college or university, major retail center, airport, or other regional draw of population/employment.*

GOODS MOVEMENT

Efficient movement of goods will be achieved by improving the movement of freight within and through the region by rail, water, air, and surface transportation modes. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Commercial truck volume as percentage of ADT:

Priority Condition

System Condition

This is a bridge replacement project. This bridge will provide access to the loading zones of nearby commercial areas.

GOODS MOVEMENT MEASURES

Priority Condition

(1) Commercial truck volumes are greater than 15% of ADT on the route/site AND (2) project either provides or improved intermodal connections OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). *(5 pts)*

(1) Commercial truck volumes are 7% - 14.9% of ADT on the route/site AND (2) project either provides or improves a direct connection to a freight or intermodal facility OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). *(3 pts)*

(1) Commercial truck volumes are less than 7% of ADT on the route/site AND (2) project either provides or improves a direct connection to a freight or intermodal facility OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). *(1 pts)*

F. FINANCIAL PLAN

Please complete the following expenditure tables and attach a detailed cost estimate (an example is included in Appendix B).

Fiscal years are federal fiscal years (October 1 through September 30). See page 3 of BRM Workbook for information regarding what phases of work may use federal funds and the years that federal funds are available. Federal participation for a phase may not exceed 80% in Missouri and 75% in Illinois. Each phase using federal funds must be at the same percentage. To delete a number in the table below, enter '0'. Pressing the delete button or backspace will not save onto EWG servers.

PROJECT BUDGET	FY 2015	FY 2016	FY 2017	TOTAL
PE/Planning/ Environ. Studies	126300.00			126300.00
Right-Of-Way		130000.00		130000.00
Implementation			917000.00	917000.00
Construction			126300.00	126300.00
Engineering	0.00	0.00	1043300.00	1043300.00
Total				
TOTAL	126300.00	130000.00	1043300.00	1299600.00

SOURCE OF FUNDS	FY 2015	FY 2016	FY 2017	TOTAL
STP-S/BRM Funds	101040.00	104000.00	834640.00	1039680.00
Other Fed. Funds* Source:				0.00
Other State Funds* Source:				0.00
Local Match Funds* Source: St Louis County	25260.00	26000.00	208660.00	259920.00
Other Funds* Source:				0.00
TOTAL	126300.00	130000.00	1043300.00	1299600.00

*Will any other individual, business, local public agency or other third party provide matching funds or be requested to provide matching funds in the future for this project? If yes, include a letter of support for this project from the third party that confirms their commitment to provide match or acknowledges that the sponsor may seek matching funds from the third party in the future. The letter must also document the third party's support of the proposed scope of work of the project as it is listed in the project application.

Standard TIP Project Development Schedule Form (many stages can occur concurrently)

Activity Description	Start Date (MM/YYYY)	Finish Date* (MM/YYYY)	Time Frame (Months)
Receive Notification Letter	04/2015	05/2015	1.0
Execute Agreement (Project sponsor & DOT)	06/2015	08/2015	2.0
Engineering Services Contract Submitted & Approved ¹	10/2015	12/2015	3.0
Obtain Environmental Clearances (106, CE-2, etc.)	04/2015	05/2016	13.0
Public Meeting/Hearing	N/A	N/A	
Develop and Submit Preliminary Plans	12/2015	04/2016	4.0
Preliminary Plans Approved	04/2016	05/2016	2.0
Develop and Submit Right-of-Way Plans	12/2015	04/2016	4.0
Review and Approval of Right-of-Way Plans	04/2016	05/2016	2.0
Submit & Receive Approval for Notice to Proceed for Right-of-Way Acquisition (A-Date) ²	05/2016	06/2016	2.0
Right-of-Way Acquisition	06/2016	06/2017	12.0
Utility Coordination	03/2016	07/2017	17.0
Develop and Submit PS&E	09/2016	06/2017	10.0
District Approval of PS&E/Advertise for Bids ³	07/2017	09/2017	3.0
Submit and Receive Bids for Review and Approval	10/2017	12/2017	3.0
Project Implementation/Construction	01/2017	09/2017	9.0

***Finish date must match fiscal year for each for each milestone listed below:**

- 1. Preliminary engineering obligated - PE/Planning/Environ. Studies**
- 2. Right of way obligated - Right-Of-Way**
- 3. Construction/implementation funds obligated - Implementation/Construction Engineering**

FY 2015 = 10/2014 - 09/2015

FY 2016 = 10/2015 - 09/2016

FY 2017 = 10/2016 - 09/2017

Financial Certification of Matching Funds

This is to assure sufficient funds are available to pay the non-federal share of project expenditures for the following projects to be funded under the provisions of MAP-21. Only one certification per sponsoring agency is necessary.

Project Title

Non-federal Amount

Old Halls Ferry Road Bridge No. 107

259920.00

Sponsoring Agency: St. Louis County Government

Chief Elected Official (or Chief Executive Officer):

Name (Print): Steven V. Stenger, County Executive

Signature:

Date:

9-14-15

Chief Financial Officer:

Name (Print): Don Rode, Chief Accounting Officer

Signature:

Date:

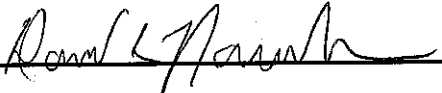
1/12/15

G. Person of Responsible Charge Certification

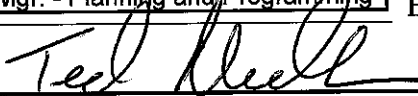
The key regulatory provision, 23 CFR 635.105 – *Supervising Agency*, provides that the State Transportation Agency (STA) is responsible for construction of Federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its full-time employee to be in “responsible charge” of the project.

The undersigned employees(s) of the Project Sponsor will act as person of responsible charge. If at any point the employee leaves the LPA, the LPA is responsible for finding a suitable replacement and notifying East-West Gateway. If the person of responsible charge is found to not be a full-time employee of the LPA, it will result in the loss of federal funds for this project. One employee can act as person of responsible charge for all three phases.

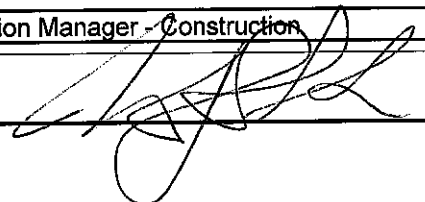
Person of responsible charge – design phase

Name: Daniel R. Naunheim, P.E.
Title: Division Manager - Design E-mail: DNaunheim@stlouisco.com
Signature: 

Person of responsible charge – right of way acquisition phase

Name: Ted Medler, P.E., S.E.
Title: Division Mgr. - Planning and Programming E-mail: TMedler@stlouisco.com
Signature: 

Person of responsible charge – construction phase

Name: Matthew J. Gruendler, P.E.
Title: Division Manager - Construction E-mail: MGruendler@stlouisco.com
Signature: 

H. NOTIFICATION OF TITLE VI REQUIREMENTS

A recipient of any federal funds from the U.S. Department of Transportation ("DOT") must comply with federal statutes, regulations, executive orders, and other pertinent directives that govern nondiscrimination in federally assisted programs. Below is a list of the statutes and regulations that may apply to a recipient's program; however, other federal requirements regarding nondiscrimination may be imposed by DOT.

- Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. §§ 2000d *et seq.*
- All requirements imposed by or pursuant to the Code of Federal Regulations, Title 49: Transportation, Subtitle A: Office of the Secretary of Transportation, Part 21: *Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*

As part of federal requirements, a recipient of funds from DOT must ensure that it has written policies and procedures in place to ensure nondiscrimination in its programs, up to and including, developing a Title VI Plan.

By submitting its application as part of the TIP process, the Project Sponsor certifies that it has reviewed the federal requirements regarding nondiscrimination in federally assisted programs and believes that the Project Sponsor complies with the required policies and procedures.

Nondiscrimination Notification

A recipient of any federal funds from the U.S. Department of Transportation ("DOT") must comply with federal statutes, regulations, executive orders, and other pertinent directives that govern nondiscrimination in federally assisted programs. Below is a list of the statutes and regulations that may apply to a recipient's program; however, other federal requirements regarding nondiscrimination may be imposed by DOT.

- Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d, and implementing regulations at 49 CFR Part 21 – *Nondiscrimination in Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act*;
- The equal employment opportunity provisions of 49 U.S.C. § 5332 and Title VII of the Civil Rights Act of 1964, 42 U.S.C. §§ 2000e *et seq.*, and implementing regulations;
- Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. §§ 1681 *et seq.*, and implementing regulations at 49 CFR Part 25 – *Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance*;
- Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, and the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. §§ 12101 *et seq.*, and implementing regulations, including:
 - 49 CFR Part 37—*Transportation Services for Individuals with Disabilities (ADA)*;
 - 49 CFR Part 27—*Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance*;
 - 36 CFR Part 1192 and 49 CFR Part 38—*Americans with Disabilities (ADA) Accessibility Specifications for Transportation Vehicles*;

- By submitting its application as part of the TIP process, the Project Sponsor certifies that it has reviewed the federal requirements regarding nondiscrimination in federally assisted programs and understands that if the Project Sponsor does not have the required policies and procedures in place prior to federal funds being obligated, then the Project Sponsor's project may become ineligible for federal funding.

Certification Signature

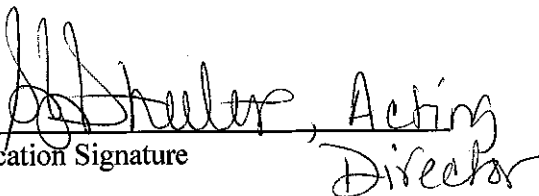
I. Right-of-Way Acquisition Certification Statement

To be completed by Missouri project sponsors only.

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) have the right and responsibility to review and monitor the acquisition procedures of any federally funded transportation project for adherence to "The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970." Those projects found in non-compliance may jeopardize all or part of their federal funding.

A. The Project Sponsor hereby certifies that ANY right of way, and/or permanent or temporary easements necessary for this project, obtained prior to this application, were acquired in accordance with The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

B. The Project Sponsor also certifies that any additional right of way, and/or permanent or temporary easements, subsequently required to complete the project, will be acquired according to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.



Certification Signature *Acting Director*

J. Reasonable Progress

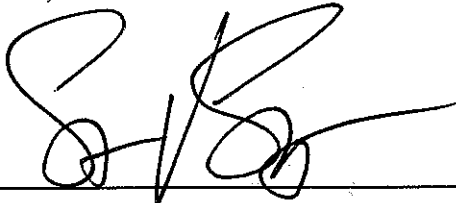
To be completed by Missouri project sponsors only.

Attached is a copy of the reasonable progress policy adopted by the East-West Gateway COG Board of Directors.

The undersigned representative of the Project Sponsor hereby certifies that he/she has read this policy and understands its requirements. The representative acknowledges that failure to meet all of the reasonable progress requirements could result in federal funds being revoked and returned to the regional funding pool, as dictated by the policy.

For this supplemental BRM round, no schedule extensions are available beyond September 30, 2017.

Certification Signature: _____

A handwritten signature in black ink, appearing to be 'S. Stenger', written over a horizontal line.

Steven V. Stenger, County Executive

Policy on Reasonable Progress

Reasonable Progress

For projects or programs included in the Transportation Improvement Program, “reasonable progress” will have been made if the project has advanced to the point of obligating all federal funds programmed for that project in the current fiscal year, regardless of the phase of work (i.e., Preliminary Engineering (PE), Right of Way Acquisition (ROW), or Plans Specifications and Estimates (PSE)/Construction). If a project fails to obligate the programmed federal funds by September 30 of the current year, the funding will be forfeited and returned to the regional funding pot. Actual progress toward implementation is measured against the schedule submitted by the project sponsor in the project application.

Policy Procedures and Enforcement

Projects that do not obligate all federal funds by the September 30 suspense date will be removed from the TIP, and the federal funds associated with those projects will be returned to the regional funding pool for redistribution. The removal of projects from the TIP will require no further Board action and the sponsor would have to repay any federal funds already spent if the funding is forfeited.

If a project is realizing delays that will put the federal funding at risk of forfeiture (i.e., not meet a September 30 deadline), the project sponsor will have the opportunity to ask for consideration of a “one-time extension” in their project schedule. The one-time extension can only be requested for the implementation/construction phase of the project. The extension request will only be considered once a year, and has to be made before June 1 of the current fiscal year of the TIP.

To be considered for this extension the sponsor has to demonstrate on all counts: a.) The delay is beyond their control and the sponsor has done diligence in progressing the project; b.) Federal funds have already been obligated on the project or in cases that no federal funds are used for PE and/or ROW acquisition, there has been significant progress toward final plan preparation; c.) There is a realistic strategy in place to obligate all funds.

One-time extensions of up to three (3) months may be granted by East-West Gateway staff and one-time extensions greater than three (3) months, but not more than nine (9) months, will go to the Board of Directors for their consideration and approval. Projects requesting schedule advancements will be handled on a case-by-case basis (subject to available funding) and are subject to the Board adopted rules for TIP modifications.

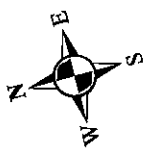


EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

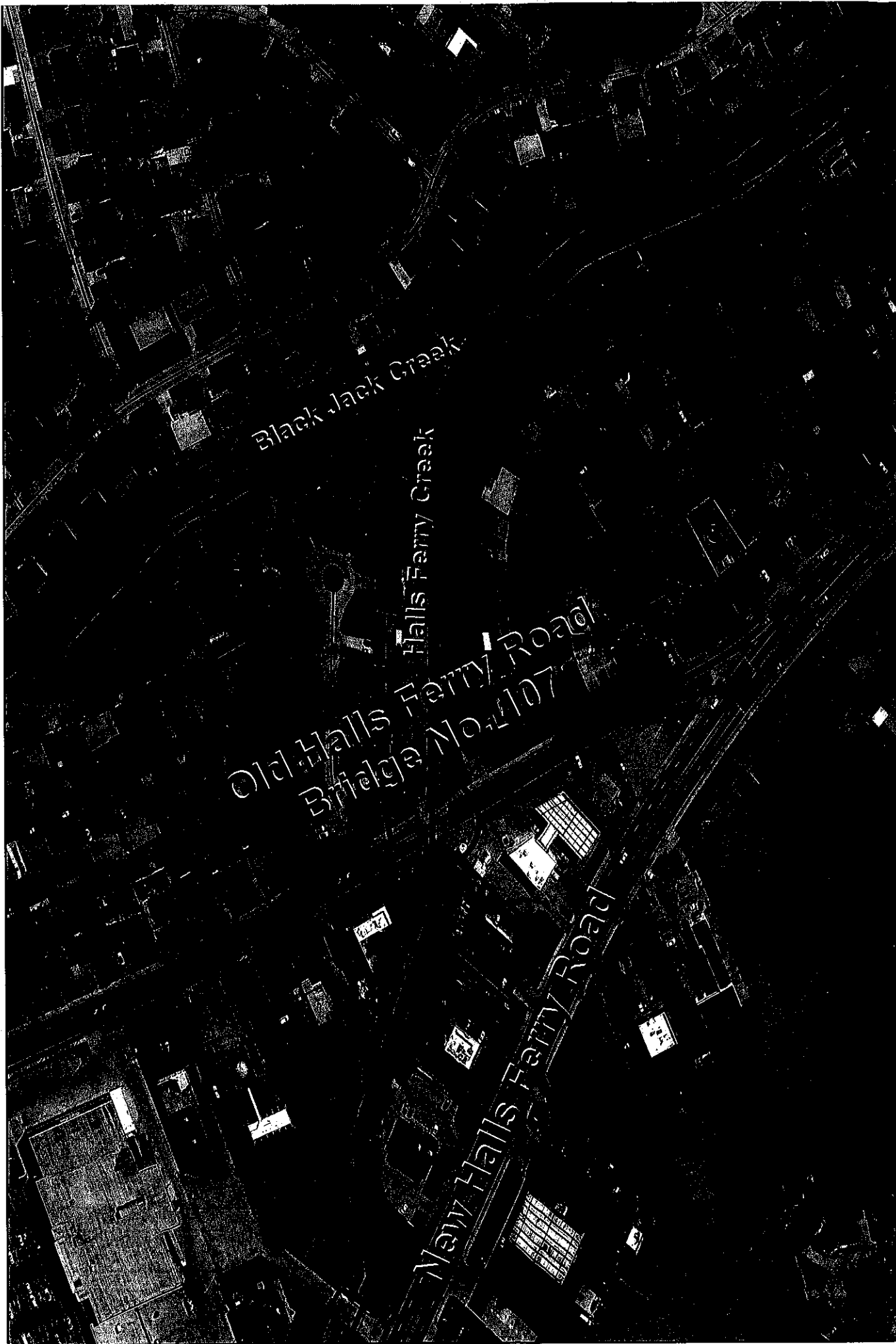
Policy on Reasonable Progress

Project Monitoring

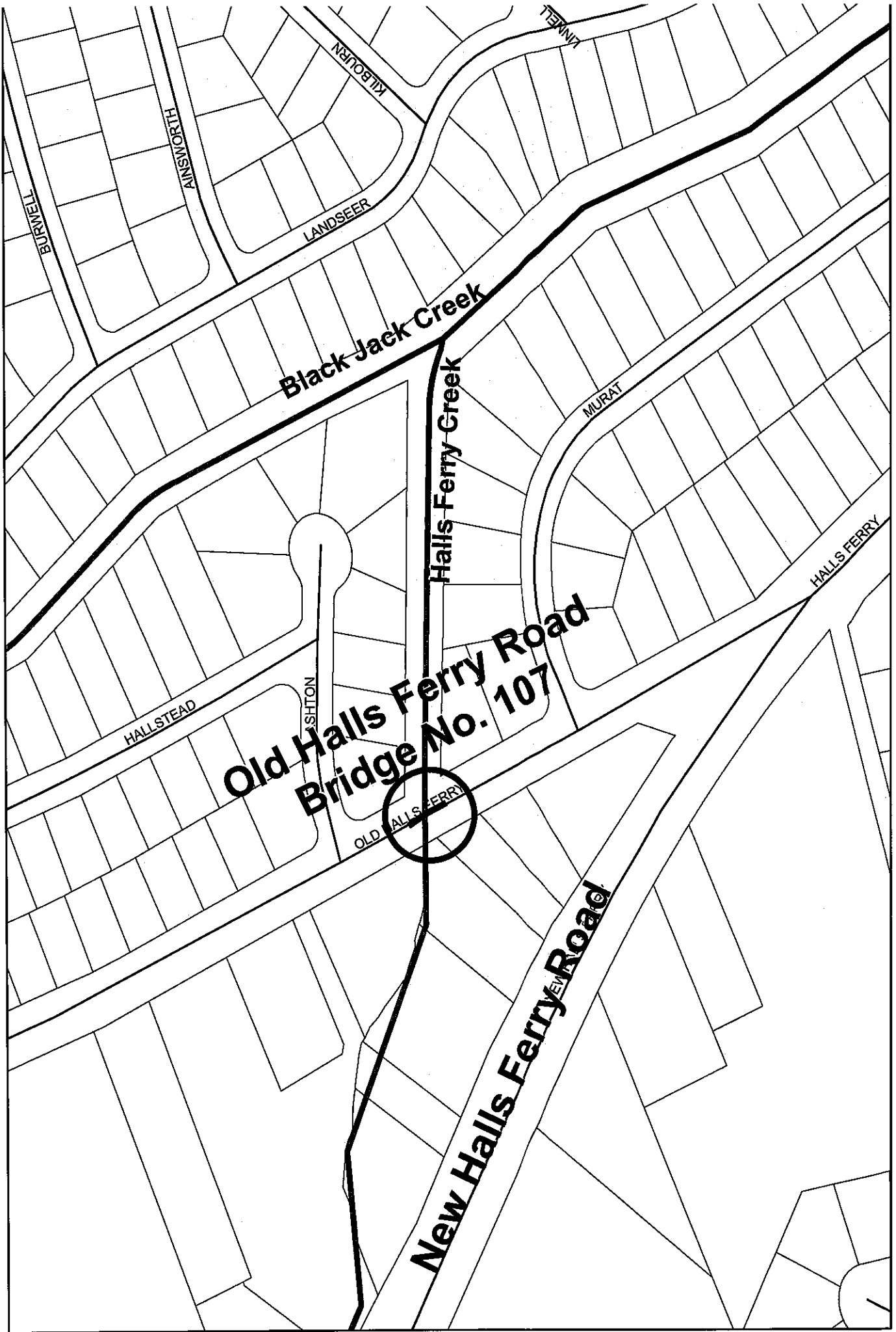
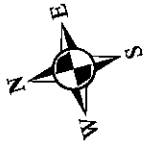
An extensive monitoring program has been developed to help track programmed projects and ensure that funding commitments and plans are met. Monthly reports are developed and posted on the East-West Gateway website, utilizing project information provided by the IDOT and MoDOT District offices. Additionally, project sponsors are contacted, at least every three months, by EWGCOG staff for project status interviews.



AR-1647 Old Halls Ferry Road Bridge No.107



AR-1647 Old Halls Ferry Road Bridge No.107



Non-State Structure Inspection Report

County: ST. LOUIS

Class: NONSTATBR

Design No: 096B107

Federal ID: 15530

		January 9, 2015
[5D] Route 00000	[41] Structure Status P-POSTLOAD	
[4] Place Code 64208 ST. FERDINAND	[9] Location S 33 T 46 R 7 E	
[6] Features Intersected BR OF COLD WATER C	[22] Owner COUNTY	[21] Maint Resp COUNTY
[7] Facility Carried OLD HALLS FERRY RD	[26] Functional Classification UMINART	

AGE AND SERVICE - GEOMETRIC DATA - MATERIAL

[27] Year Built 1932	[106] Year Reconstructed
[49] Structure Length 52.0 Feet 0.0 Inches	[51] Bridge Width 39.0 Feet 8.4 Inches
[32] Approach Roadway Width 38.0 Feet 0.0 Inches	[52] Deck Width 42.0 Feet 8.4 Inches

COMPONENTS	Material	Construction
[43] Main Series	REINCONC	DECGIR
[44] Approach Series		
[107] Deck Type	REINCONC	CIP
[108A] Wearing Surface	PLAINCONC	MONOLITHIC
[108B] Membrane	NOTAPPLIC	NONE
[108C] Deck Protection	NOTAPPLIC	NONE

AADT INFO

[29] ADT on Structure 10475	[30] Year 2014	[109] AADT Truck 5 %
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CHANGES TO THE ABOVE DATA EXCEPT ITEM 7 SHOULD BE INDICATED IN THE COMMENTS

STRUCTURE POSTING

FIELD POSTING		
Category:	S-15 TRUCK WEIGHT LIMIT 17 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 12 TONS WEIGHT LIMIT	
Ton 1: 17	Ton 2: 12	Ton 3:

APPROVED		
Category:	S-15 TRUCK WEIGHT LIMIT 17 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 12 TONS WEIGHT LIMIT	
Ton 1: 17	Ton 2: 12	Ton 3:

STRUCTURE GENERAL INSPECTION

Inspector	ID No.	Organizational Affiliation
DANIEL A HOWELL	STLC0615	STL CO
RON LIVINGSTON (NTLQ)	STLC0610	STL CO
Inspection Type [90]	Inspection Date	Frequency [91]
GENERAL	03/19/2014	24

STRUCTURE OTHER INSPECTION

Type	Category	Date	Freq	PIN	NBI
SPECIAL	CHAN SECT	07/23/2014	72	N	N
UNDERWATER	DRY	03/19/2014	24	N	N

STRUCTURE RATING

[58] Deck	6-SATISFACTORY CONDITION	04/28/2010
[59] Superstructure**	5-FAIR CONDITION	04/25/2012
[60] Substructure**	4-POOR CONDITION	03/31/2014
[61] ChannelProtection	5-MAJOR DAMAGE	03/31/2014
[62] Culverts**	N-NOT APPLICABLE	03/01/2002
[36A] Bridge Railing	DOESNT MEET CURRNT STND-0	05/08/2006
[36B] Transition Railing	NOT REQUIRED-N	03/31/2014
[36C] Approach Railing	NOT REQUIRED-N	04/25/2012
[36D] Rail End Treatment	NOT REQUIRED-N	03/31/2014
[71] Waterway Adequacy	MINOR DELAYS APPRCH	08/05/2002
[72] Approach Roadwy Alig	8-VERYGOOD	03/01/2002
[113] Scour Assessment**	8-STABLE FOR CALCULATED	03/01/2002
Type of Scour Evaluation	OBSERVED	
[67] Structure Evaluation	2-BASICALLY INTOLRBLE REQ	03/01/2002
Sufficiency Rating	ACTUAL DATA (009%)	03/01/2002
Deficiency	STRUCTURAL	03/01/2002
[68] Deck Geometry	4-MEETS MINIMUM TOLERABLE	03/01/2002
[69] Underclearance	N-NOT APPLICABLE	03/01/2002

**If RATING lowered to a 3, forward rating info and photos to Bridge Division.

COMMENTS

GENERAL COMMENTS:

A SINGLE SPAN TEE BEAM STRUCTURE ON SEMI INTEGRAL REINFORCED CONCRETE END BENT WITH COUNTERFORTS ON TIMBER PILING.

DECK RATING COMMENTS:

TOPSIDE- SCALING AND PITTING PRESENT. DIAGONAL CRACKS AT NORTHWEST AND SOUTHEAST CORNERS. SEVERAL HORIZONTAL CRACKS NEAR MIDSPAN. UNDERSIDE- NO THROUGH CRACKING VISIBLE.

SUPERSTRUCTURE CONDITION COMMENTS:

BOTH EXTERIOR BEAMS HAVE WIDESPREAD MAP CRACKS, SPALLS, DELAMINATED AREAS, RUST AND MOISTURE, EFFLORESCENCE STAINS THROUGHOUT. EAST EXTERIOR BEAM HAS SPALL ALONG INSIDE FACE AT 2ND SCUPPER FROM SOUTH WITH EXPOSED AND CORRODED STIRRUPS. WEST BEAM HAS LONGITUDINAL CRACK AT LEVEL OF FLEXURAL STEEL ALONG BOTTOM PORTION OF BEAM WHERE PREVIOUS PATCH HAS STARTED TO FAIL. BEARINGS- NOTICEABLE RUST AND PACK RUST VISIBLE ON ALL BEARINGS AT BOTH END BENTS.

SUBSTRUCTURE CONDITION COMMENTS:

NORTH ABUTMENT- BOTTOM COVER SPALLED OFF OF CAP BEAM BETWEEN COUNTERFORTS. EAST SPALL EXPOSES 5 STIRRUPS WITH 40% SECTION LOSS AND 1 FLEXURAL BAR WITH 100% SECTION LOSS. WEST SPALL EXPOSED ALL 4 BOTTOM LONGITUDINAL BARS WITH 70%-80% SECTION LOSS; 6 STIRRUPS FAILED ALONG HORIZONTAL LEG OF STIRRUP. LOWER RETAINING WALL BETWEEN COUNTERFORTS AT EAST CORNER HAS 1 VERTICAL CRACK WITH EFFLORESCENCE. WEST BAY BACKWALL HAS A DIAGONAL CRACK WITH EFFLORESCENCE; SIMILAR CRACK IN EAST BAY.

SOUTH ABUTMENT- DIAGONAL CRACK WITH EFFLORESCENCE ALONG EAST BAY BACKWALL. HORIZONTAL CRACK IN WEST EXTERIOR AND 1ST INTERIOR BAY ALONG TOP OF CAP BEAM; WORSE AT 1ST INTERIOR BAY. VERTICAL CRACK IN CAP BEAM BETWEEN BEAMS 3-4 FROM THE WEST. SPALL IN BAY 3 FROM THE EAST WITH EXPOSED LONGITUDINAL BAR.

CHANNEL PROTECTION COMMENTS:

SLOPES IN FRONT OF ABUTMENT ARE CONCRETED IN PLACE. NORTHWEST SLOPE ERODING WITH UNDERMINING OF SLOPE AT STREAM INTERFACE. SCOUR HOLE IN STREAM BELOW PAVED INVERT; ELEVATION CHANGE UPSTREAM OF BRIDGE.

WATERWAY ADEQUACY COMMENTS:

SLIGHT CHANCE OF OVERTOPPING BRIDGE DECK AND ROADWAY APPROACHES.

SCOUR ASSESSMENT COMMENTS:

NO SCOUR. PAVED CHANNEL UPSTREAM AND DOWNSTREAM. GROUTED UNDER BRIDGE.

WORK COMMENTS:



Missouri Department of Transportation
Bridge Inventory and Inspection System
Non-State Structure Inspection Report

May 7, 2014
7:27:13am

County : ST. LOUIS

Class : NONSTATBR

Design No. : 096B107

Federal ID : 15530

[5D] Route :	00000	[41] Structure Status :	P-POSTLOAD
[4] Place Code :	64208 ST. FERDIN	[9] Location :	S 33 T 46 R 7 E
[6] Features Intersected :	BR OF COLD WATER C	[22] Owner :	COUNTY
[7] Facility Carried :	OLD HALLS FERRY RD	[26] Functional Classification :	UMINART
[16] Latitude :	38 45 57.44 (DMS)	[21] Maintenance Responsibility :	COUNTY
[17] Longitude :	90 15 34.12 (DMS)		

AGE AND SERVICE - GEOMETRIC DATA - MATERIAL

[27] Year Built :	1932	[106] Year Reconstructed :	
[49] Structure Length :	52 FT.	[51] Bridge Width :	39 FT. 8.4 IN.
[32] Approach Roadway Width :	38 FT. 0 IN.	[52] Deck Width :	42 FT. 8.4 IN.

COMPONENTS	# OF SPANS	MATERIAL	CONSTRUCTION
[43] Main series :	1	REINCONC	DECGIR
[44] Approach Series :			
[107] Deck Type :		REINCONC	CIP
[108A] Wearing Surface :		PLAINCONC	MONOLITHIC
[108B] Membrane :		NOTAPPLIC	NONE
[108C] Deck Protection :		NOTAPPLIC	NONE

AADT INFORMATION

[29] ADT on Structure :	10,475	[30] Year :	2012	[109] AADT Truck :	5 %
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STRUCTURE POSTING

FIELD POSTING	Problem Code :	Problem Direction Code :
Category :	S-15 TRUCK WEIGHT LIMIT 67 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 45 TONS WEIGHT LIMIT	
Ton 1 :	67	Ton 2 : 45 Ton 3 :

APPROVED POSTING	
Category :	S-15 TRUCK WEIGHT LIMIT 67 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 45 TONS WEIGHT LIMIT
Ton 1 :	67 Ton 2 : 45 Ton 3 :

STRUCTURE GENERAL INSPECTION

Inspector	ID No.	Organizational Affiliation
DANIEL A HOWELL RON LIVINGSTON (NTLQ)	STLC0615 STLC0610	ST LOUIS COUNTY ST LOUIS COUNTY
[90] Inspection Type	Inspection Date	[91] Frequency
GENERAL	3/19/2014	24

STRUCTURE OTHER INSPECTION

Type	Category	Date	Freq	PIN	NBI
UNDERWATER	DRY	3/19/2014	24	N	N



Missouri Department of Transportation
Bridge Inventory and Inspection System
Non-State Structure Inspection Report

May 7, 2014
7:27:13am

County : ST. LOUIS

Class : NONSTATBR

Design No. : 096B107

Federal ID : 15530

STRUCTURE RATING

[58] Deck :	6-SATISFACTORY CONDITION	4/28/2010
[59] Superstructure ** :	5-FAIR CONDITION	4/25/2012
[60] Substructure ** :	4-POOR CONDITION	3/31/2014
[61] Channel Protection :	5-MAJOR DAMAGE	3/31/2014
[62] Culverts **:	N-NOT APPLICABLE	3/1/2002
[36A] Bridge Railing :	DOESNT MEET CURRNT STND-0	5/8/2006
[36B] Transitions Railing :	NOT REQUIRED-N	3/31/2014
[36C] Approach Railing :	NOT REQUIRED-N	4/25/2012
[36D] Rail End Treatment :	NOT REQUIRED-N	3/31/2014
[71] Waterway Adequacy :	MINOR DELAYS APPRCH	8/5/2002
[72] Approach Roadway Alignment :	8-VERYGOOD	3/1/2002
[113] Scour Assessment ** :	8-STABLE FOR CALCULATED	3/1/2002
Type of Scour Evaluation	OBSERVED	
[67] Structure Evaluation :	4-MEETS MINIMUM TOLERABLE	3/1/2002
Sufficiency Rating :	46.70 %	3/1/2002
Deficiency :	STRUCTURAL	3/1/2002
[68] Deck Geometry :	4-MEETS MINIMUM TOLERABLE	3/1/2002
[69] Underclearance :	N-NOT APPLICABLE	3/1/2002

** If RATING lowered to a 3, forward rating info and photos to Bridge Division

COMMENTS

General Comments :	A SINGLE SPAN TEE BEAM STRUCTURE ON SEMI INTEGRAL REINFORCED CONCRETE END BENT WITH COUNTERFORTS ON TIMBER PILING.
Deck Rating Comments :	TOPSIDE- SCALING AND PITTING PRESENT. DIAGONAL CRACKS AT NORTHWEST AND SOUTHEAST CORNERS. SEVERAL HORIZONTAL CRACKS NEAR MIDSPAN. UNDERSIDE- NO THROUGH CRACKING VISIBLE.
Superstructure Comments :	BOTH EXTERIOR BEAMS HAVE WIDESPREAD MAP CRACKS, SPALLS, DELAMINATED AREAS, RUST AND MOISTURE, EFFLORESCENCE STAINS THROUGHOUT. EAST EXTERIOR BEAM HAS SPALL ALONG INSIDE FACE AT 2ND SCUPPER FROM SOUTH WITH EXPOSED AND CORRODED STIRRUPS. WEST BEAM HAS LONGITUDINAL CRACK AT LEVEL OF FLEXURAL STEEL ALONG BOTTOM PORTION OF BEAM WHERE PREVIOUS PATCH HAS STARTED TO FAIL. BEARINGS- NOTICEABLE RUST AND PACK RUST VISIBLE ON ALL BEARINGS AT BOTH END BENTS.
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Culvert Comments :	
Bridge Railing Comments :	
Transition Railing Comments :	
Approach Railing Comments :	
Rail End Treatment Comments :	

County = ST. LOUIS and Non_State_Structure_Type = NON STATE SYSTEM BRIDGE, NON STATE SYSTEM CULVERT

Page 2

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Missouri Department of Transportation
Bridge Inventory and Inspection System
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7:27:13am

County : ST. LOUIS

Class : NONSTATBR

Design No. : 096B107

Federal ID : 15530

Water Adequacy Comments : SLIGHT CHANCE OF OVERTOPPING BRIDGE DECK AND ROADWAY APPROACHES.

Approach Roadway Comments :

Scour Assessment Comments : NO SCOUR. PAVED CHANNEL UPSTREAM AND DOWNSTREAM. GROUTED UNDER BRIDGE.

Work Comments :

Old Halls Ferry Bridge No. 107
St. Louis County Project No. AR-1647

Date: 12/19/2014

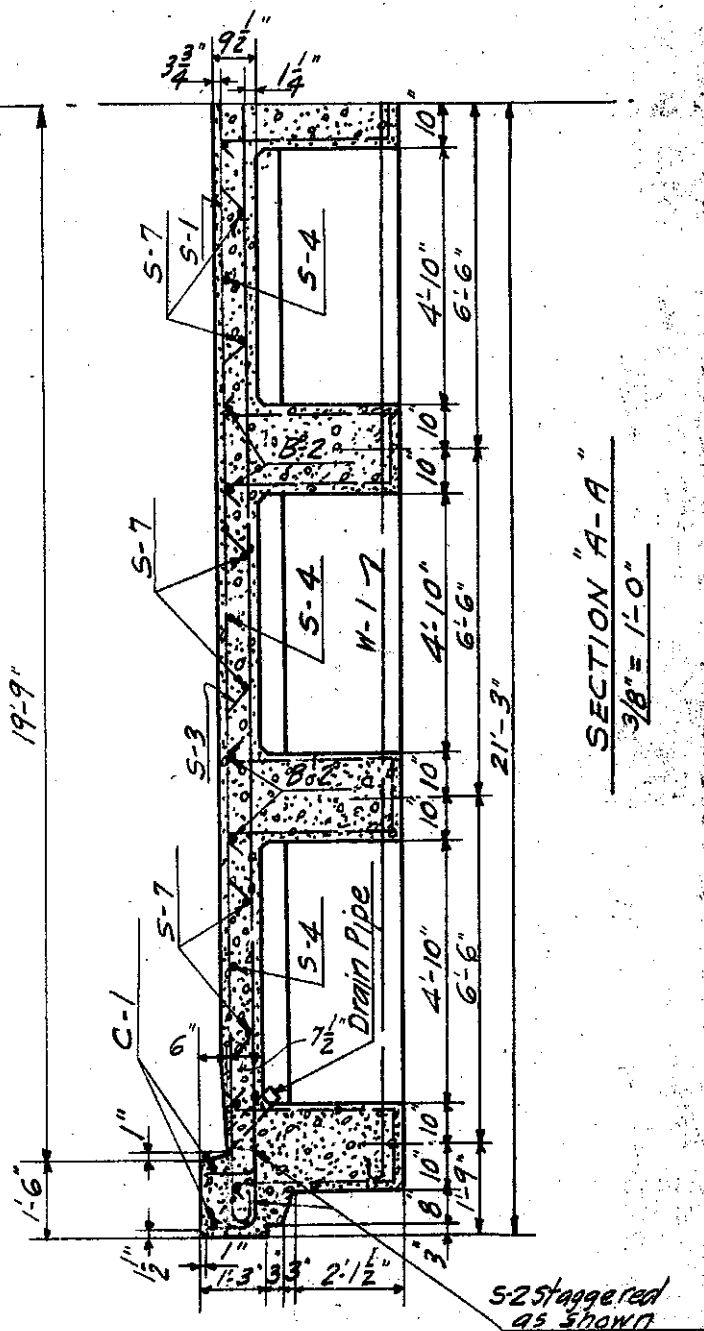
Current Bridge Length (ft): 52.75 (single span)
Anticipated Bridge Length (ft): 53 (single span)
Anticipated Out-to-out width: 44'

	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST	SUB-TOTAL
Removal of Improvements	1	Lump Sum	\$8,000	\$8,000	
Land Disturbance Permit	1	Lump Sum	\$1,000	\$1,000	
Site Restoration (Bridge Project)	1	Lump Sum	\$3,000	\$3,000	
Erosion Control & SWPPP	1	Lump Sum	\$1,000	\$1,000	
Earthwork					\$13,000
Type 5 Aggregate Base (4" Thick)	490	SY	\$8	\$3,920	
Type "C" Bituminous Concrete (Pavement)	60	Tons	\$200	\$12,000	
Type "X" Bituminous Concrete (Base)	240	Tons	\$125	\$30,000	
Prime-Liquid Asphalt (MC30)	180	Gal.	\$10	\$1,800	
Tack-Emulsified Asphalt (SS-1H)	49	Gal.	\$7	\$343	
Bridge Approach Slab (Bridge)	244	SY	\$250	\$61,111	
Concrete Approach Pavement	293	SY	\$100	\$29,333	
Class "A" Underdrain	112	L.F.	\$30	\$3,360	
Bridge Anchor Section (Safety Barrier Curb)	4	Each	\$2,000	\$8,000	
Crashworthy Guardrail Terminal	4	Each	\$2,000	\$8,000	
Heavy Stone Revetment	250	S.Y.	\$100	\$25,000	
Standard Traffic Control Devices	1	Lump Sum	\$10,000	\$10,000	
Permanent Yellow Pavement Striping, Paint	550	L.F.	\$0.50	\$275	
Permanent White Pavement Striping, Paint	550	L.F.	\$0.50	\$275	
Miscellaneous (5% of above)				\$9,200	
Roadway Work					\$202,617
Removal of Bridges	1	Lump Sum	\$15,700	\$15,700	
Class I Excavation	200	C.Y.	\$75	\$15,000	
Pedestrian Fence on Structure	110	L.F.	\$100	\$11,000	
Structural Steel Piles (12 in.)	800	L.F.	\$75	\$60,000	
Dynamic Pile Testing	2	Each	\$2,000	\$4,000	
Pile Point Reinforcement	16	Each	\$150	\$2,400	
Class B Concrete (Substructure)	175	C.Y.	\$750	\$131,250	
Slab on Prestressed Concrete Deck Beams	269	S.Y.	\$300.00	\$80,700	
Sidewalk (Bridge, Cast-in-Place)	275	S.F.	\$35	\$9,625	
Bridge Plaque	1	Each	\$1,000	\$1,000	
Safety Barrier Curb (Bridges, Cast-in-Place)	110	L.F.	\$100	\$11,000	
Reinforced Concrete Slab Overlay	269	S.Y.	\$180	\$48,400	
Prestressed Concrete Members, Box Section, 53' Span	6	Each	\$14,500	\$87,000	
Reinforcing Steel (Bridges)	10,500	Lbs.	\$1.00	\$10,500	
Reinforcing Steel (Epoxy-Coated) (Grade 60)	10,760	Lbs.	\$1.40	\$15,064	
Vertical Drain at End Bents	2	Each	\$2,500	\$5,000	
Bridges (Vehicular)					\$507,639
Detours	1	Lump Sum	\$2,500	\$2,500	
Misc. (Site Restoration)	1	Lump Sum	\$3,000	\$3,000	
Misc. (Mobilization, Office, etc.)				\$36,200	
Miscellaneous					\$41,700
TOTAL before contingencies					\$764,956
Contingencies (10% of above)				\$76,500	\$76,500
TOTAL with contingencies					\$841,456

RIGHT-OF-WAY COSTS

Appraised ROW	\$100,000	Utilities (Lump Sum)	\$75,000
Titles, Appraisals, Condemnation Costs @ 30%	\$30,000		
Total	\$130,000	Construction Cost	\$842,000
(Includes 10% Contingency, Rounded to Nearest \$1,000)		Admin. Eng. & Const. Supv.	\$126,300
		Survey & Design Engineering Cost	\$126,300
		Right-of-Way Cost	\$130,000
		Environmental	\$0
		Railroad	\$0
		Total Cost	\$1,300,000

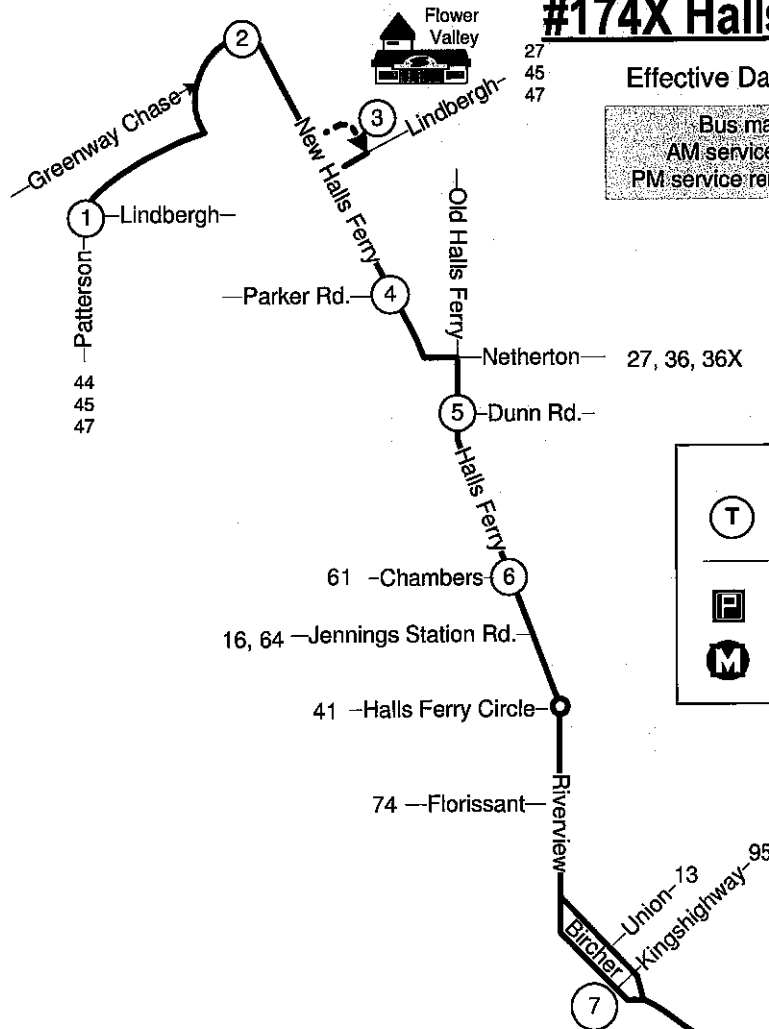
Symmetrical
about
centerline



#174X Halls Ferry Express

Effective Date: December 2, 2013

Bus makes all local stops.
AM service serves Flower Valley
PM service remains on New Halls Ferry

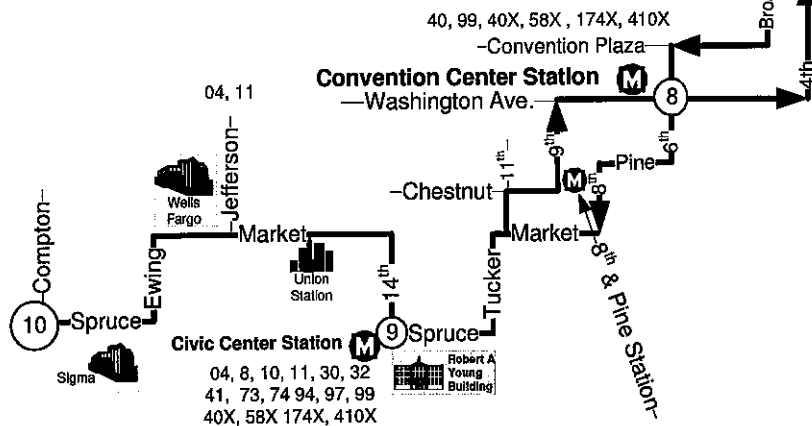


Metro

Legend

- (T) Time Point
- Intersecting Bus Routes
- (P) Park-Ride Lot
- (M) MetroLink Station

Time Point Adherence
You must be on time at these time points
AM Time points 1 thru 7
PM Time points 10 thru 8
(you can be ahead of time at all other time points)



174X Halls Ferry Express

Monday thru Friday

SOUTHBOUND

Effective: December 2, 2013

Lindbergh & Patterson	New Halls Ferry & Greenway Chase	Flower Valley Shopping Ctr	New Halls Ferry & Parker	Old Halls Ferry & Dunn	Halls Ferry & Chambers	Kingshighway & Bircher	Convention Center Station	14th & Spruce	Spruce & Compton
1	2	3	4	5	6	7	8	9	10
AM Service									
5:08	5:17	5:22	5:26	5:33	5:38	5:57	6:06	6:16	6:25
5:33	5:42	5:47	5:52	6:00	6:06	6:26	6:36	6:47	6:57
6:03	6:12	6:17	6:22	6:30	6:36	6:56	7:06	7:17	7:27
6:33	6:42	6:47	6:52	7:00	7:06	7:26	7:36	7:47	7:57
7:03	7:12	7:17	7:22	7:30	7:36	7:56	8:06	8:17	8:27

174X Halls Ferry Express

Monday thru Friday

NORTHBOUND

Spruce & Compton	14th & Spruce	Convention Center Station	Kingshighway & Bircher	Halls Ferry & Chambers	Old Halls Ferry & Dunn	New Halls Ferry & Parker	Lindbergh & New Halls Ferry	New Halls Ferry & Greenway Chase	Lindbergh & Patterson
10	9	8	7	6	5	4	3	2	1
PM Service									
3:32	3:41	3:52	4:03	4:21	4:27	4:34	4:39	4:44	4:55
4:02	4:11	4:22	4:33	4:51	4:57	5:04	5:09	5:14	5:25
4:32	4:41	4:52	5:03	5:21	5:27	5:34	5:39	5:44	5:55
5:04	5:13	5:24	5:35	5:53	5:59	6:06	6:11	6:16	6:27
5:34	5:43	5:54	6:05	6:23	6:29	6:36	6:41	6:46	6:57

St. Louis County Council

MICHAEL E. O'MARA

Councilman, 4th District

Email: momara@stlouisco.com



COUNTY GOVERNMENT CENTER
41 S. CENTRAL AVENUE
CLAYTON, MISSOURI 63105
314 / 615-5439
FAX 314 / 615-7890

January 12, 2015

Mr. Ed Hillhouse
Executive Director
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600
St. Louis, Missouri 63102-2451

Subject: Request for On-System Bridge Funds for the Old Halls Ferry Rd. Bridge Replacement Project

Dear Mr. Hillhouse:

I am writing to express my strong support for St. Louis County's application for On-System Bridge Program (BRM) funds for our proposed Old Halls Ferry Road Bridge Replacement Project between New Halls Ferry Road and Interstate 270, where Old Halls Ferry Road crosses Halls Ferry Creek. This project enjoys the support of the city of Ferguson and North County community.

The 74-year-old bridge is narrow, and the bridge substructure is deteriorating, with concrete spalls common throughout. Additionally, some of the reinforcing steel has sustained considerable section loss due to corrosion. The new bridge will be essentially the same length as the old bridge, however it will be wider to accommodate wide travel lanes, shoulders and a sidewalk on the east side of the bridge providing a connection for the existing sidewalk to the north and south of the bridge. The wider travel lanes are in compliance with the recommendations of the Gateway Bike Plan, and with the addition of shoulders and the sidewalk connection provide improved safety for pedestrians, bicyclists, and motorists utilizing the Halls Ferry Bridge.

This bridge is located on a County Arterial Road. The Saint Louis County Arterial Road System provides a way to school and work, a link to commerce, routes for emergency service vehicles, and a means by which residents living on minor streets can access other primary routes and freeways. Streets such as Old Halls Ferry Road play a vital role in the safe, efficient, and economical movement of people, goods and services throughout the Saint Louis County region.

I hope you favorably consider our application for BRM funds for the Old Halls Ferry Road Bridge Replacement Project.

Sincerely,

Michael O'Mara
Michael O'Mara
Councilman, 4th District

MO:LEW:

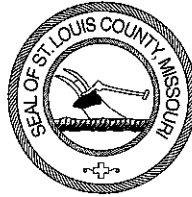
DRAFT



St. Louis County Council

Hazel M. Herby

St. Louis County Council, 1st District



8340 Fullerton Avenue
St. Louis, MO 63132
314 / 615-5436
314/615-7890 Telefax
E-mail: herby@stlouisco.com

COUNTY GOVERNMENT CENTER
LAWRENCE K. ROOS ADMINISTRATION BUILDING
41 S. CENTRAL AVENUE
CLAYTON, MISSOURI 63105

January 12, 2015

Mr. Ed Hillhouse
Executive Director
East-West Gateway Council of Governments
One Memorial Plaza Drive, Suite 1600
St. Louis, Missouri 63102-2451

Subject: Request for On-System Bridge Funds for the Old Halls Ferry Rd. Bridge
Replacement Project

Dear Mr. Hillhouse:

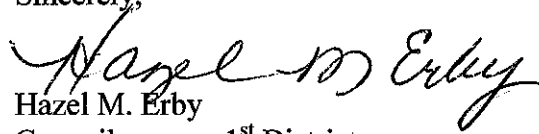
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I hope you favorably consider our application for BRM funds for the Old Halls Ferry
Road Bridge Replacement Project.

Sincerely,

A handwritten signature in cursive script, reading "Hazel M. Erby". The signature is written in dark ink and is positioned above the printed name and title.

Hazel M. Erby
Councilwoman, 1st District
HME:JC



Missouri Department of Transportation
Bridge Inventory and Inspection System
Non-State Structure Inspection Report

May 7, 2014
7:27:13am

County : ST. LOUIS

Class : NONSTATBR

Design No. : 096B107

Federal ID : 15530

[5D] Route : 00000
[4] Place Code : 64208 ST. FERDIN
[6] Features Intersected : BR OF COLD WATER C
[7] Facility Carried : OLD HALLS FERRY RD
[16] Latitude : 38 45 57.44 (DMS)
[17] Longitude : 90 15 34.12 (DMS)

[41] Structure Status : P-POSTLOAD
[9] Location : S 33 T 46 R 7 E
[22] Owner : COUNTY
[26] Functional Classification : UMINART
[21] Maintenance Responsibility : COUNTY

AGE AND SERVICE - GEOMETRIC DATA - MATERIAL

[27] Year Built : 1932
[49] Structure Length : 52 FT.
[32] Approach Roadway Width : 38 FT. 0 IN.
[106] Year Reconstructed :
[51] Bridge Width : 39 FT. 8.4 IN.
[52] Deck Width : 42 FT. 8.4 IN.

COMPONENTS	# OF SPANS	MATERIAL	CONSTRUCTION
[43] Main series :	1	REINCONC	DECGIR
[44] Approach Series :			
[107] Deck Type :		REINCONC	CIP
[108A] Wearing Surface :		PLAINCONC	MONOLITHIC
[108B] Membrane :		NOTAPPLIC	NONE
[108C] Deck Protection :		NOTAPPLIC	NONE

AADT INFORMATION

[29] ADT on Structure : 10,475 [30] Year : 2012 [109] AADT Truck : 5 %

STRUCTURE POSTING

FIELD POSTING

Problem Code : Problem Direction Code :
Category : S-15 TRUCK WEIGHT LIMIT 67 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 45 TONS WEIGHT LIMIT
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APPROVED POSTING

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Culvert Comments :	
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Transition Railing Comments :	
Approach Railing Comments :	
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Class : NONSTATBR

Design No. : 096B107

Federal ID : 15530

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Approach Roadway Comments :

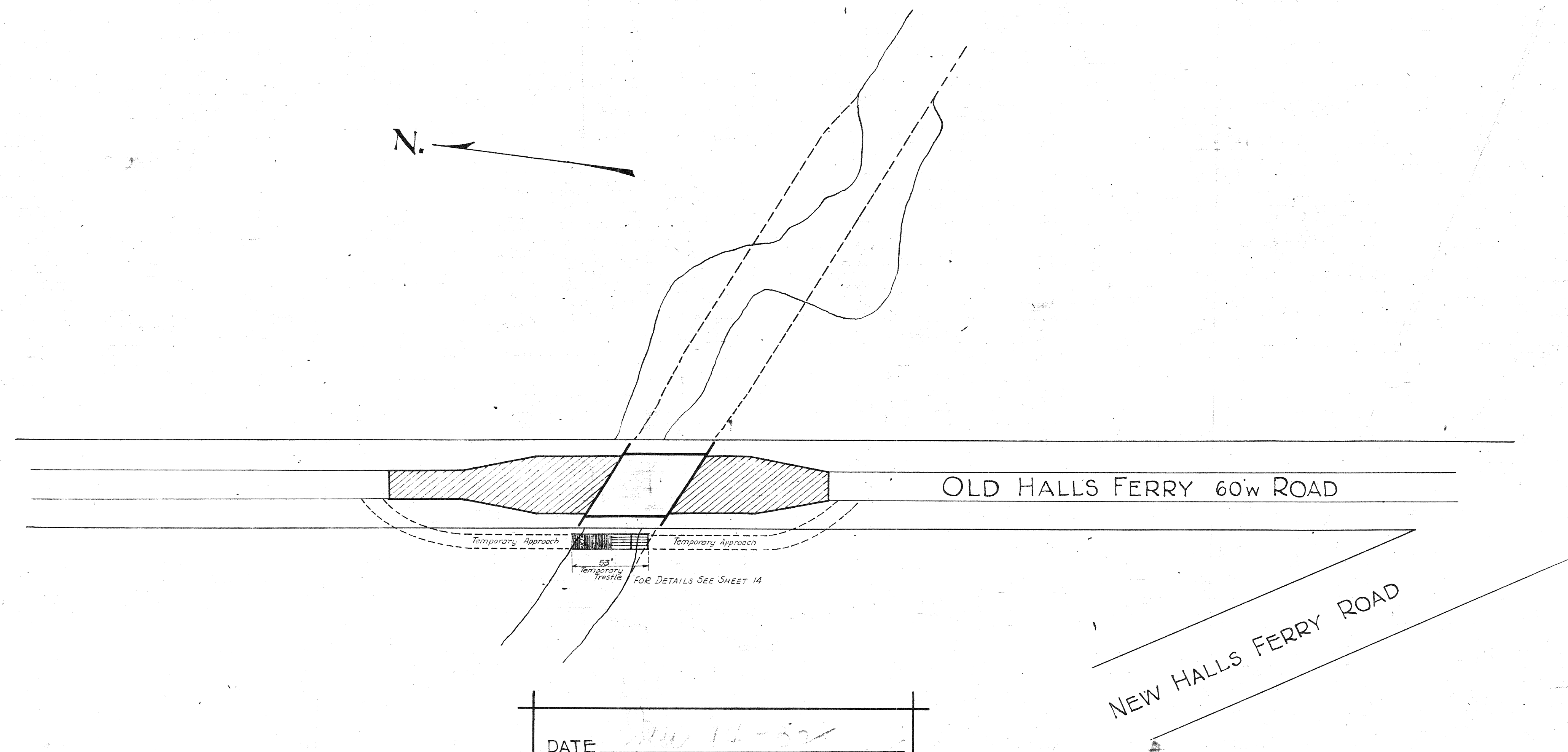
Scour Assessment Comments : NO SCOUR. PAVED CHANNEL UPSTREAM AND DOWNSTREAM. GROUTED UNDER BRIDGE.

Work Comments :

ST. LOUIS COUNTY
HIGHWAY DEPARTMENT
PLANS FOR
OLD HALLS FERRY ROAD

763 1931 1 14

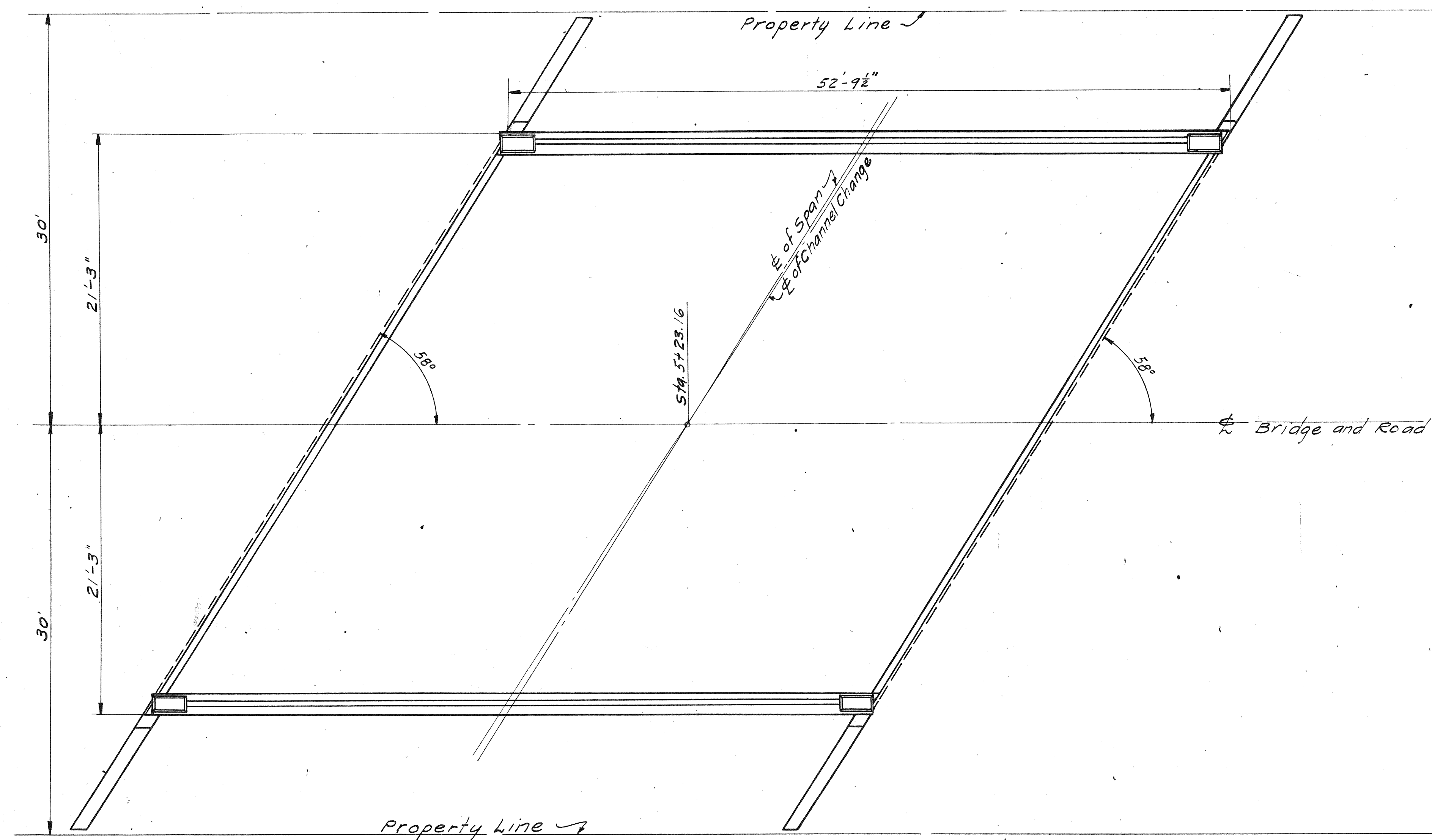
BRIDGE OVER ^{OLD NAME!} SUTTER CREEK
(Clear Span = $48' - 7\frac{3}{4}"$ Along ϕ of Road)



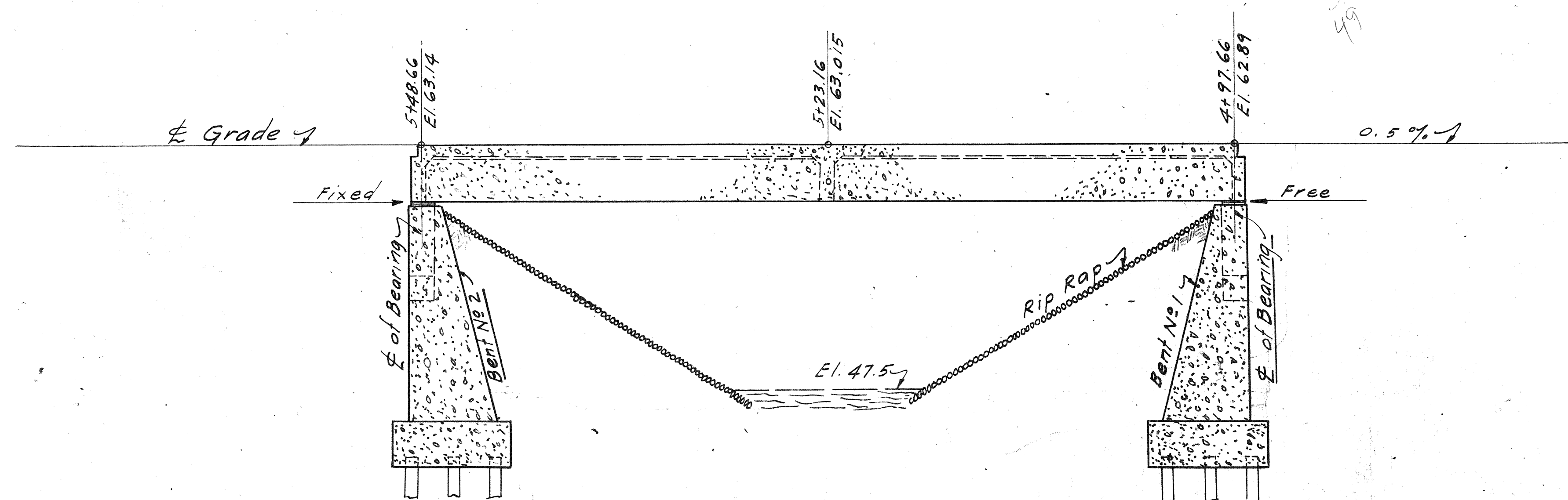
DATE Nov 12-52
SUBMITTED BY E.C. Remond
APPROVED BY [Signature]
APPROVED BY _____

Old Halls Ferry Rd.
Bridge # 107

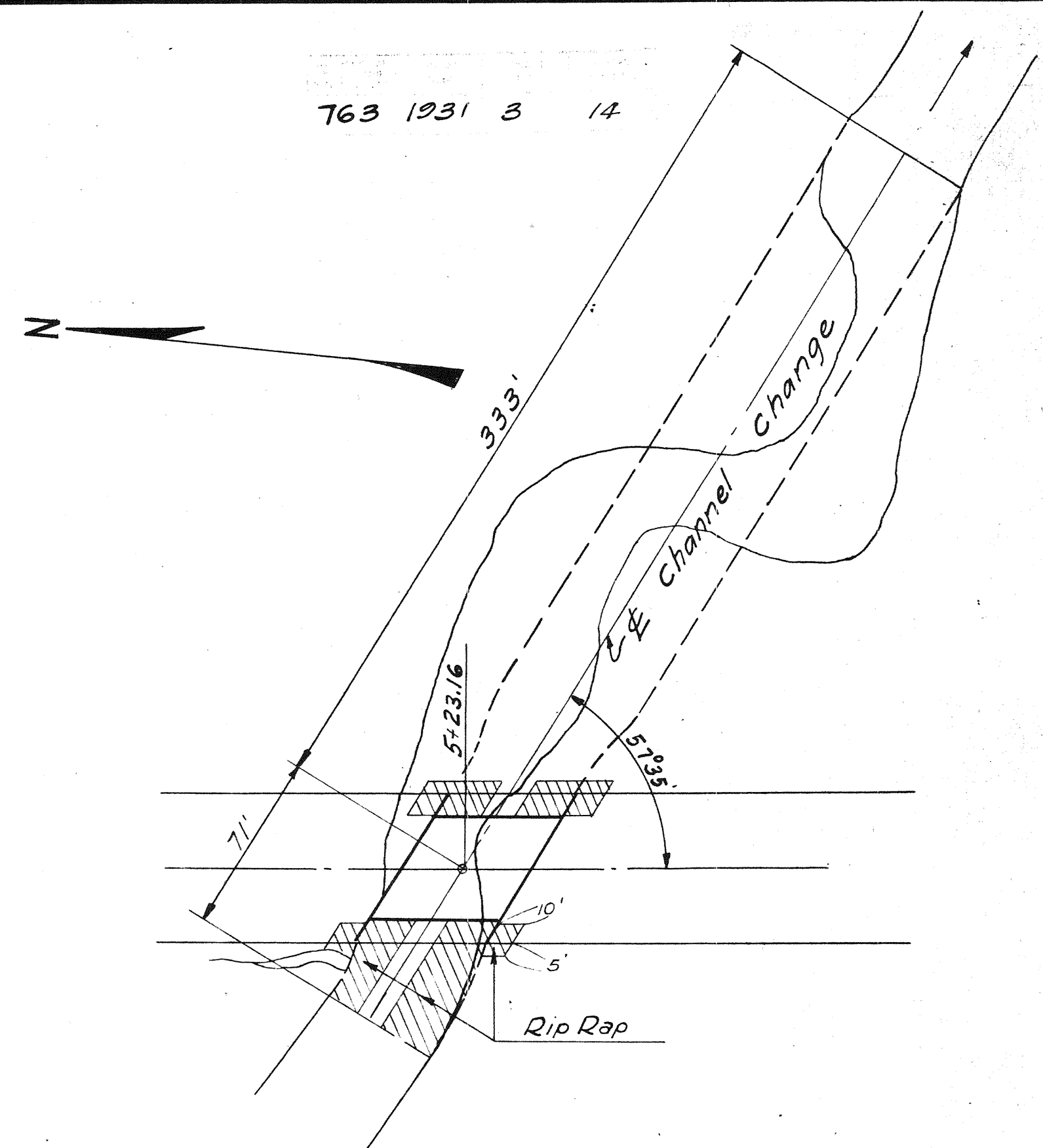
BR. N° 107



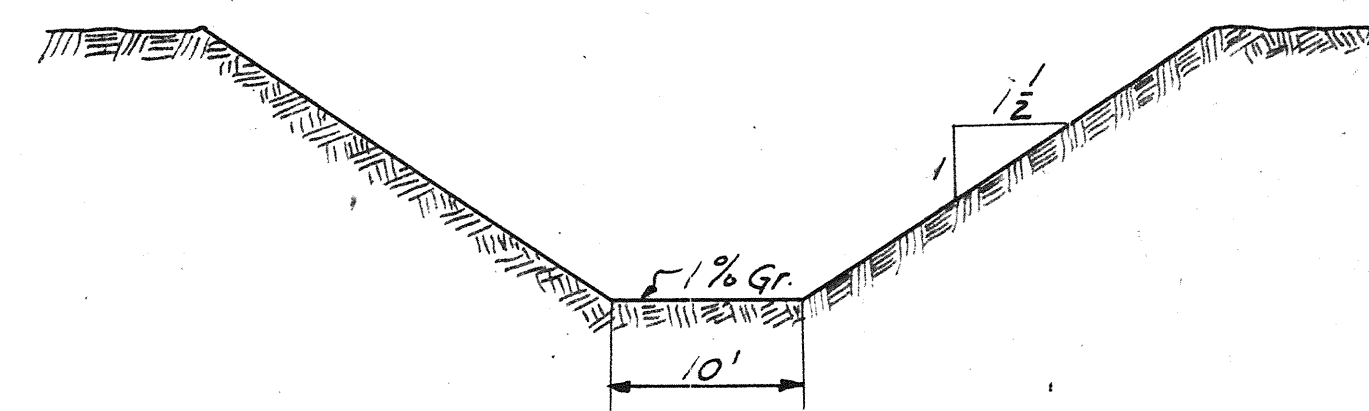
PLAN



PROFILE ALONG $\frac{1}{2}$ OF BRIDGE

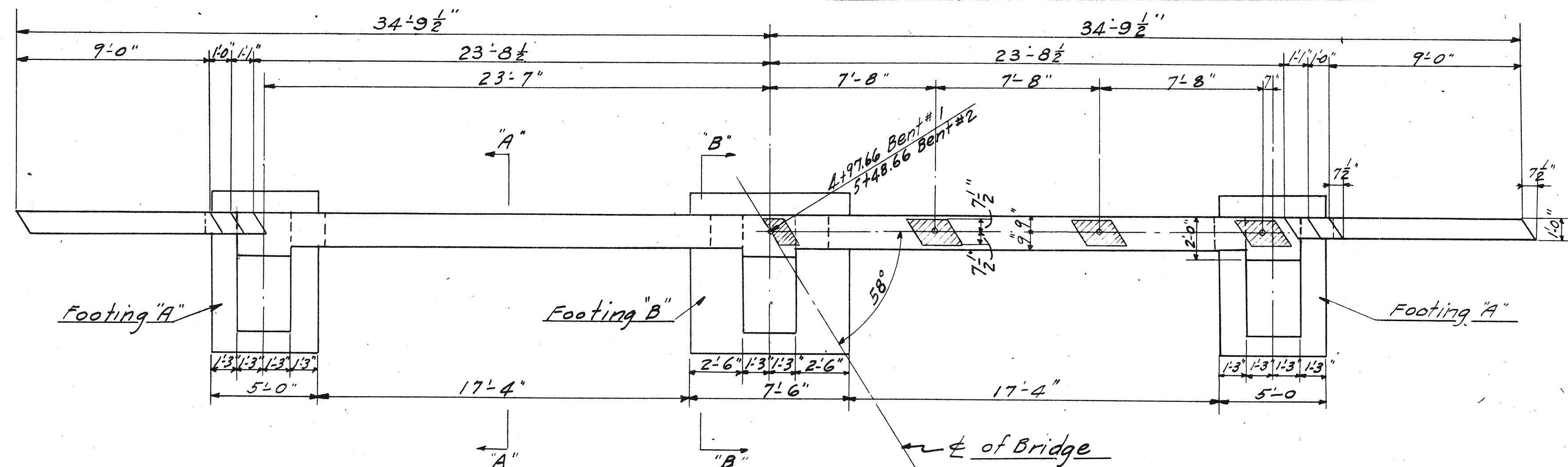


LOCATION OF
CHANNEL CHANGE



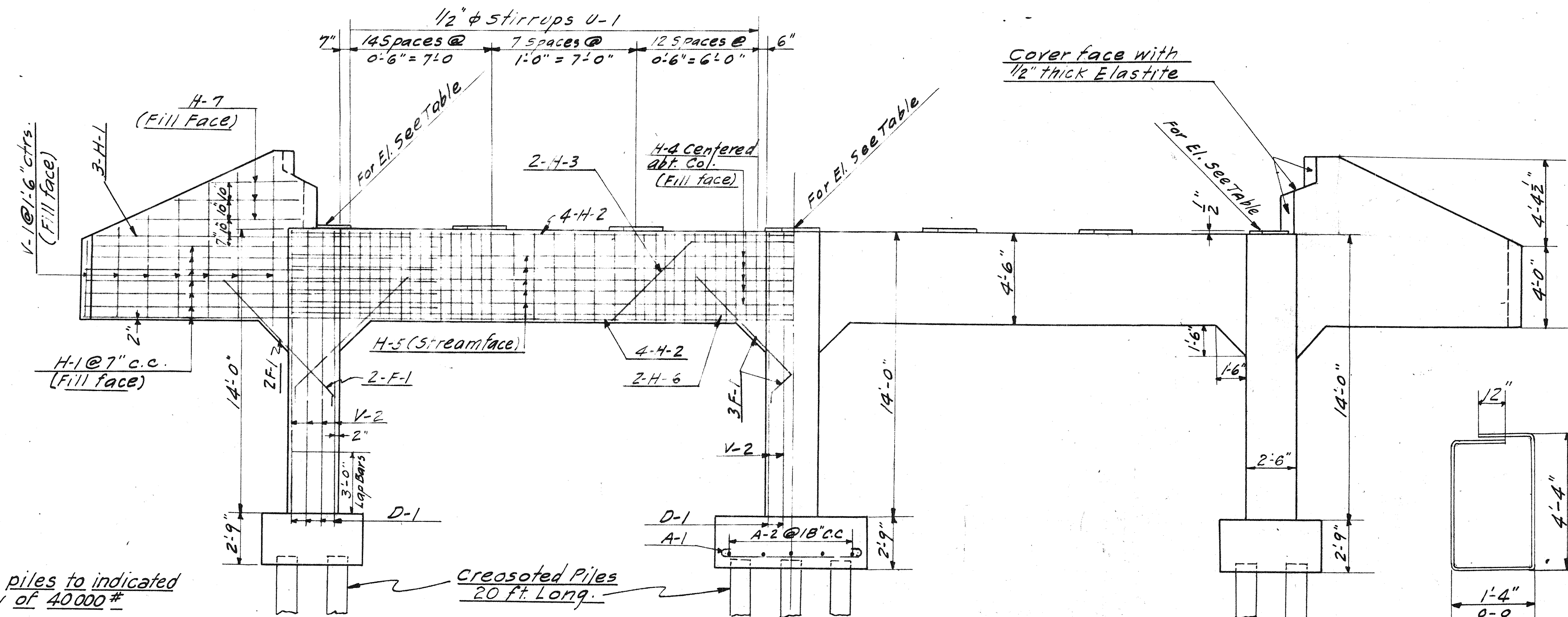
SECTION AT LR TO $\frac{1}{2}$ OF
CHANNEL CHANGE

SHEET NO. 1
BR. N^o 107
PLAN PROFILE AND CHANNEL CHANGE
SUTTER CREEK BRIDGE
OLD HALLS FERRY ROAD
ST. LOUIS COUNTY
OFFICE OF HIGHWAY ENGINEER CLAYTON MO. NOV. 1931.



Note:
Exposed edges to be beveled $\frac{3}{4}$ "
unless otherwise shown.

PLAN
Bent No. 1 Shown
Reversed For Bent No. 2

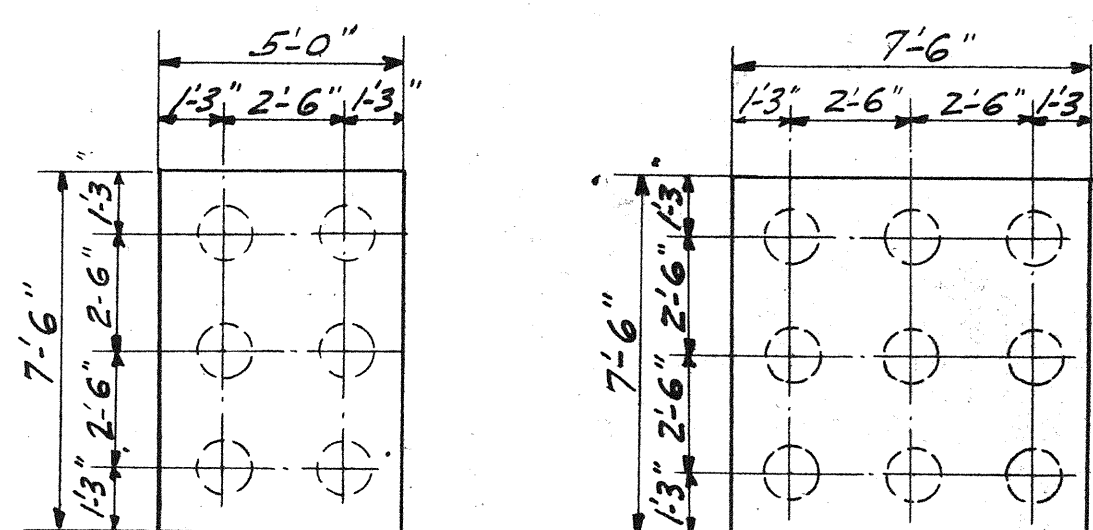


Note:
Drive piles to indicated
capacity of 40000#

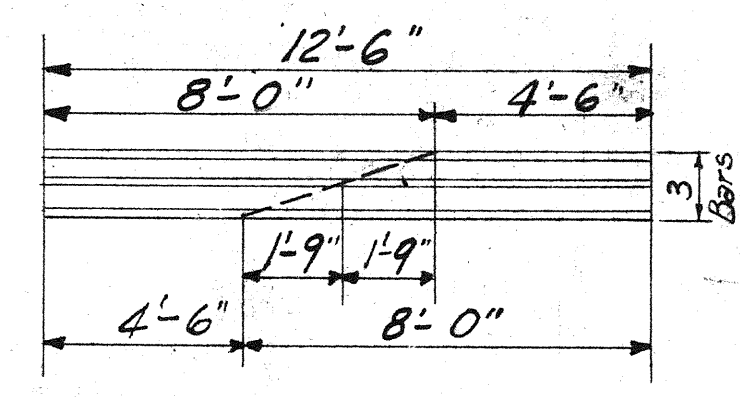
Crested Piles
20 ft. Long

ELEVATION

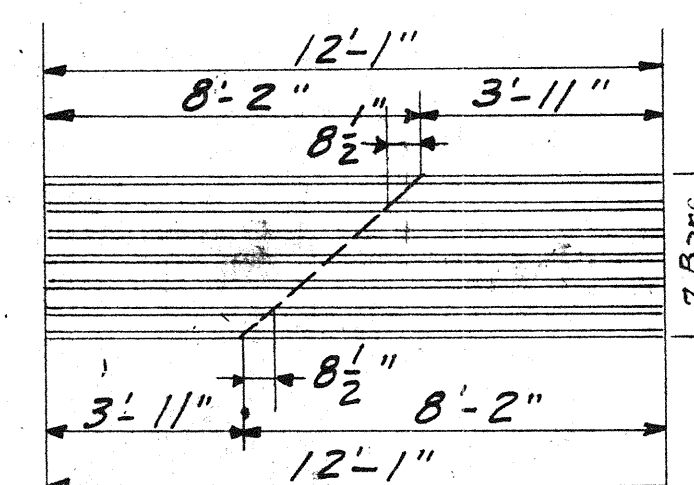
TABLE OF BEARING # ELEV.		
BENT NO. 1	East	59.25
	Center	59.31
	West	59.37
BENT NO. 2	East	59.50
	Center	59.56
	West	59.62



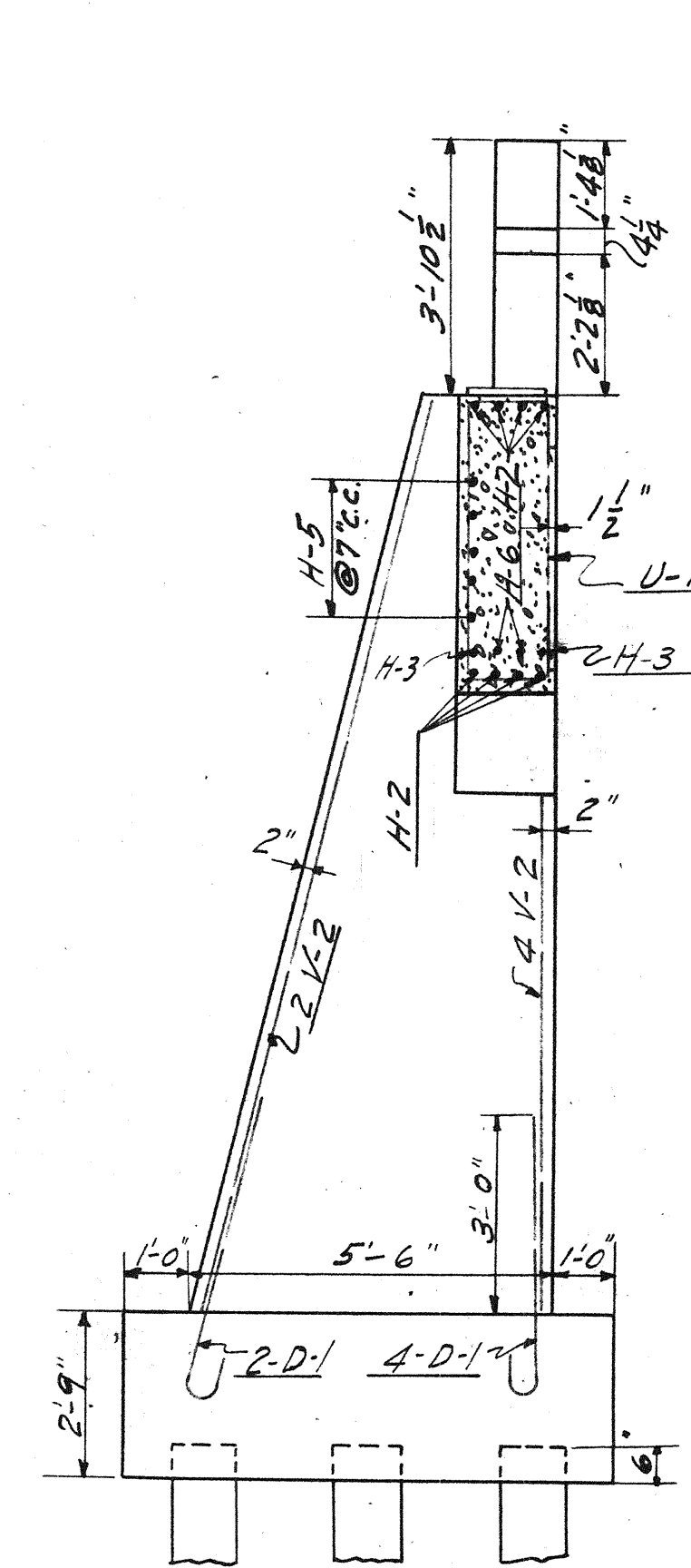
PILE PLANS
FOOTING "A" FOOTING "B"



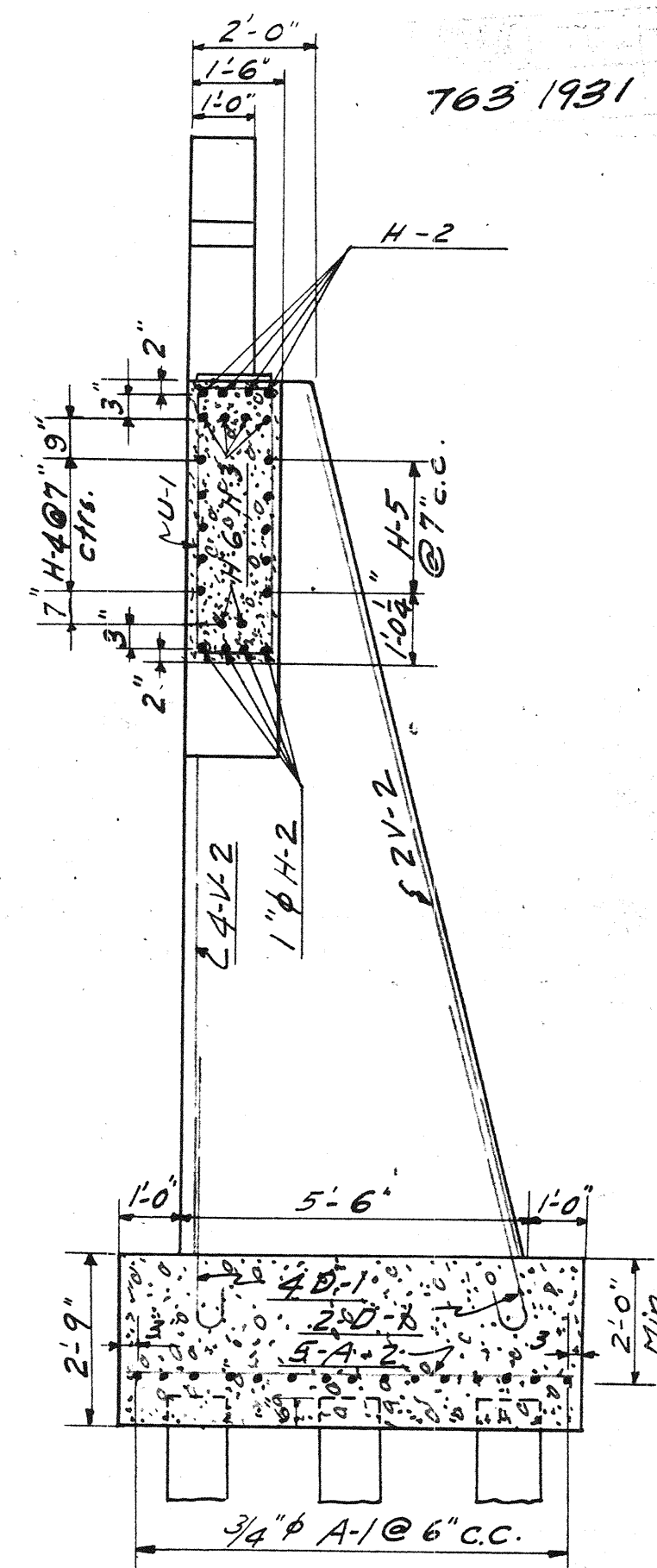
Cutting Diagram
BARS H-7
Provide 6 Bars



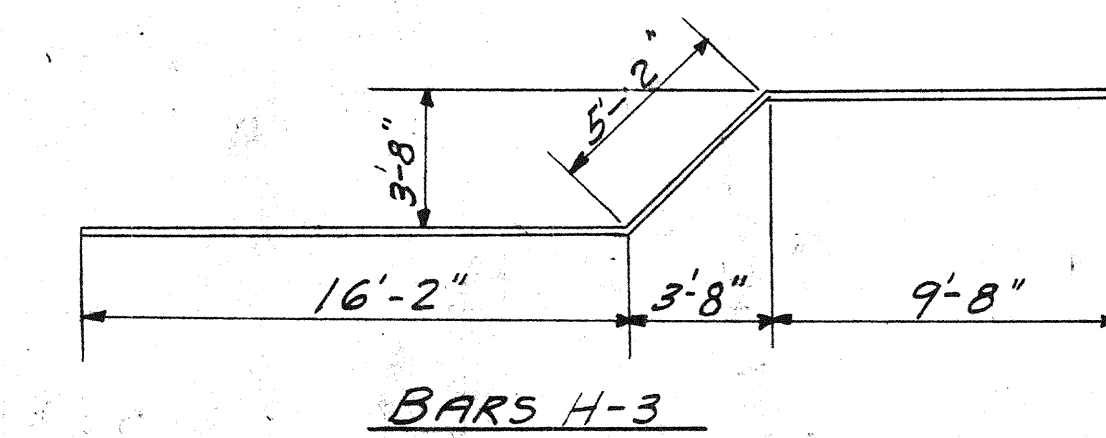
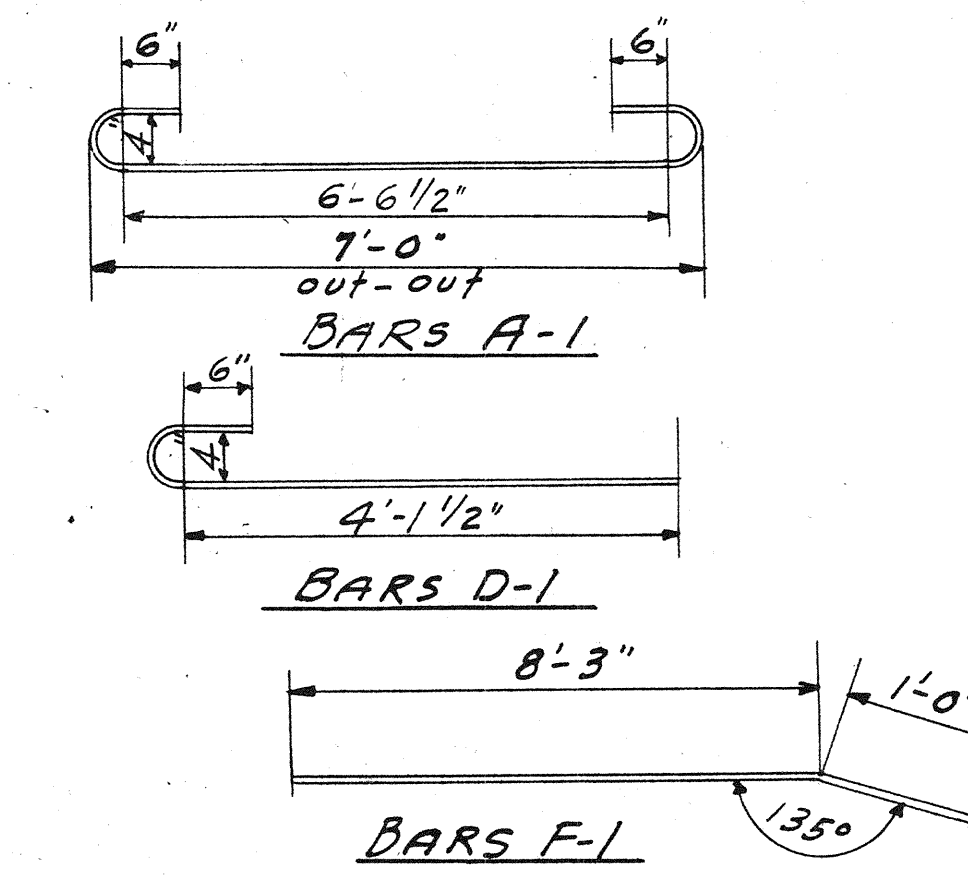
Cutting Diagram
BARS V-1
Provide 14 Bars



SECTION A-A



SECTION B-B



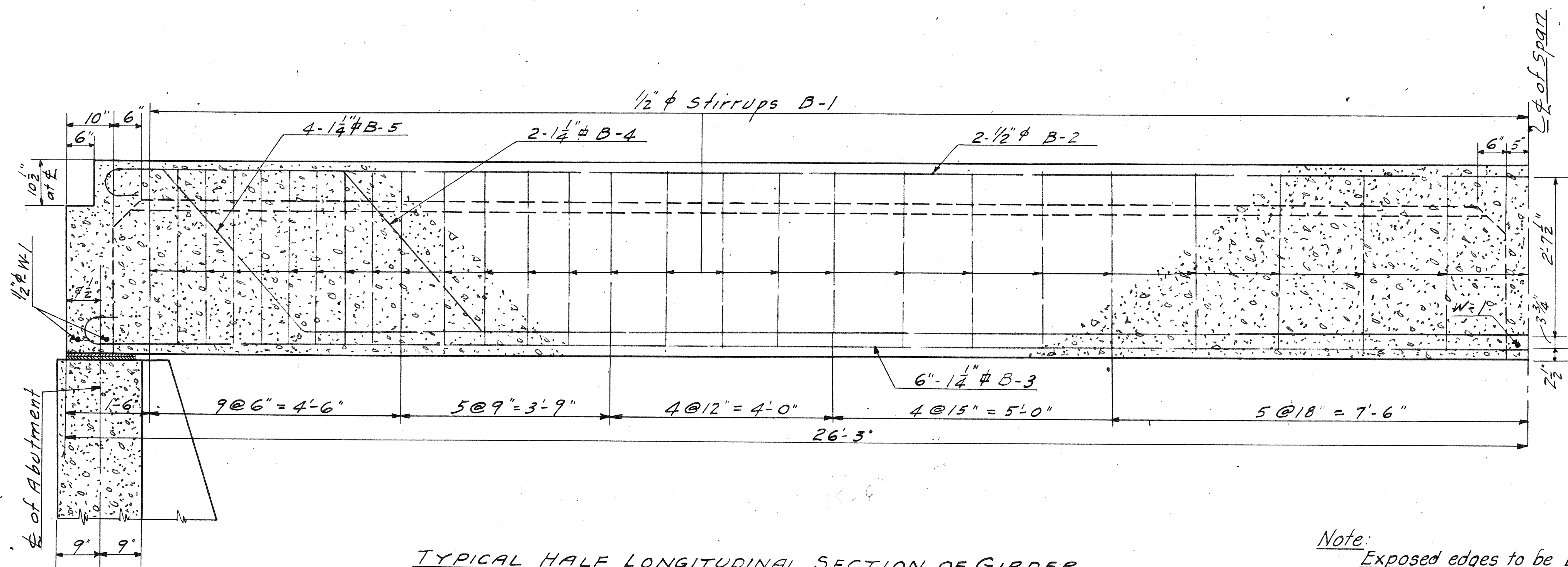
BILL OF STEEL FOR ONE BENT *			
Nº	SIZE	LENGTH	MARK
15	3/4" φ	8'-9"	A-1
5	"	7'-0"	A-2
20	"	17'-6"	H-1
8	1" φ	49'-4"	H-2
4	7/8" φ	31'-0"	H-3
5	3/4" φ	12'-0"	H-4
10	"	26'-6"	H-5
4	7/8" φ	29'-0"	H-6
3	1/2" φ	12'-6"	H-7
7	"	12'-1"	V-1
18	3/4" φ	13'-9"	V-2
18	"	5'-3"	D-1
14	"	9'-3"	F-1
68	1/2" φ	12'-3"	U-1

REINFORCEMENT 4155 LBS.

* Double these quantities for
two Bents.

SHEET NO. 2

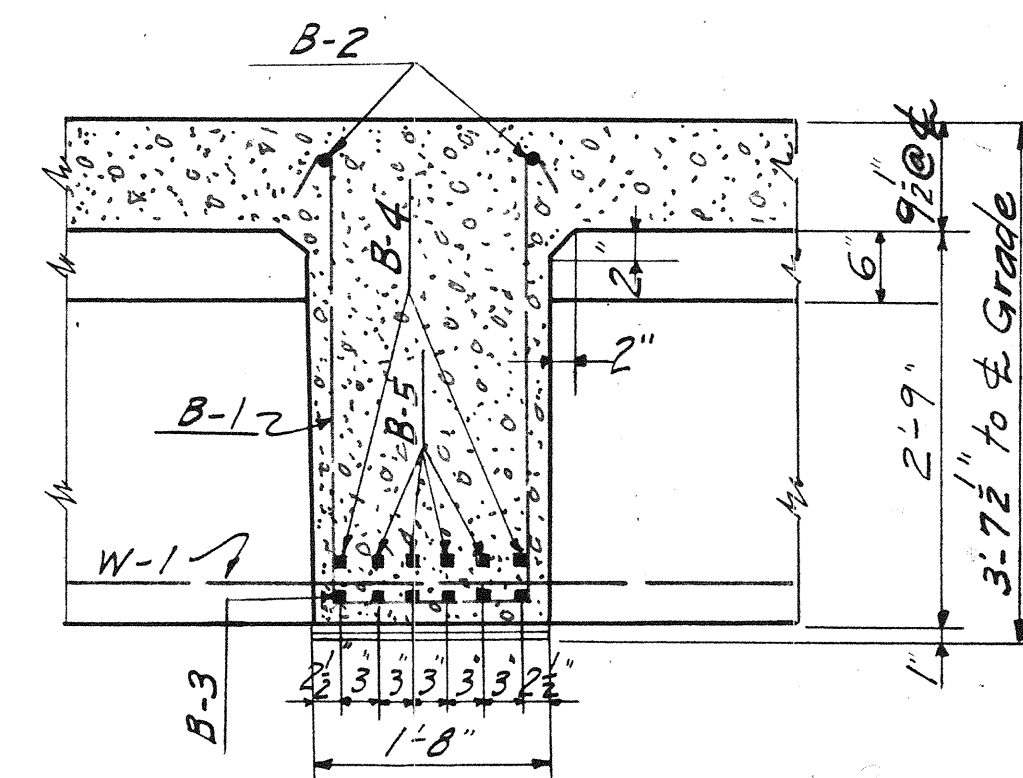
FOOTINGS AND BENTS BR. N^o 107
SUTTER CREEK BRIDGE
OLD HALL FERRY ROAD
ST. LOUIS COUNTY
Office of Highway Engineer CLAYTON, Mo. Dec. 1931.



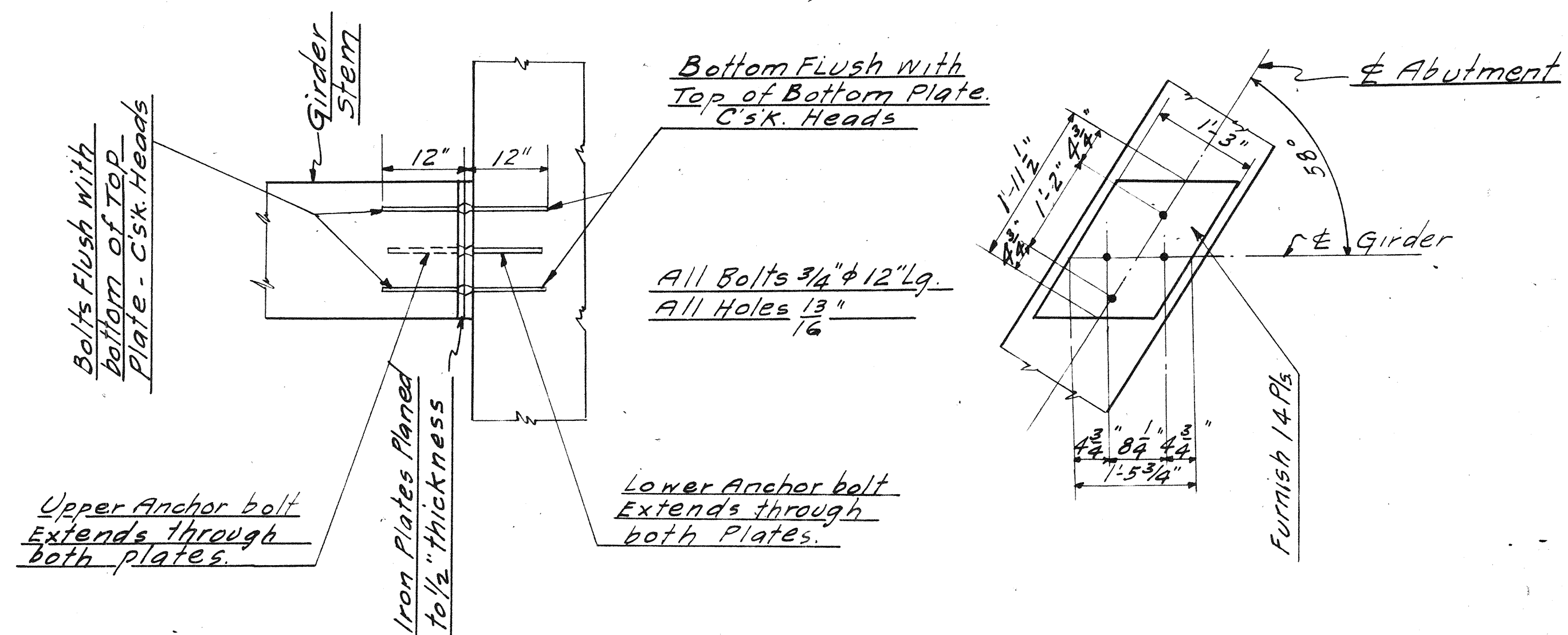
TYPICAL HALF LONGITUDINAL SECTION OF GIRDER.

3/4" = 1'-0"

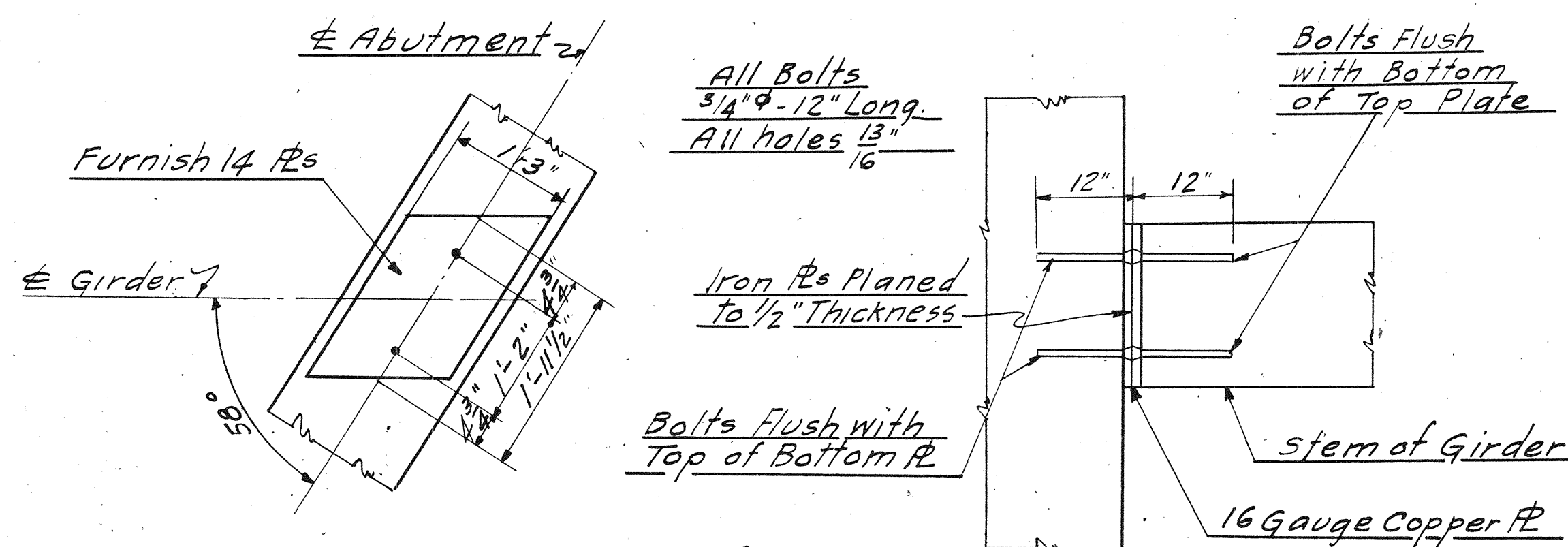
Note: Exposed edges to be beveled 3/4" unless otherwise shown.



SECTION 3/4" = 1'-0"



DETAILS OF ANCHORAGE AT FIXED END.

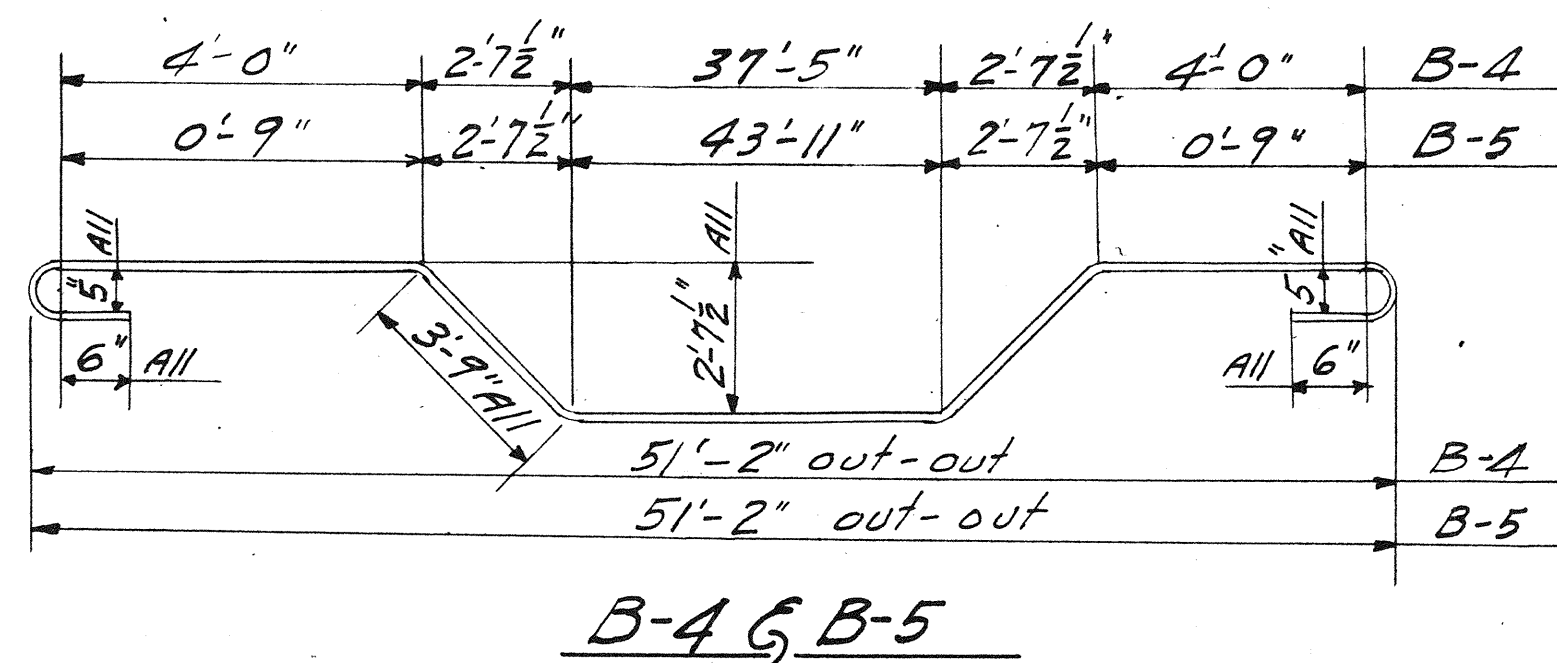


DETAILS OF BEARING AT FREE END

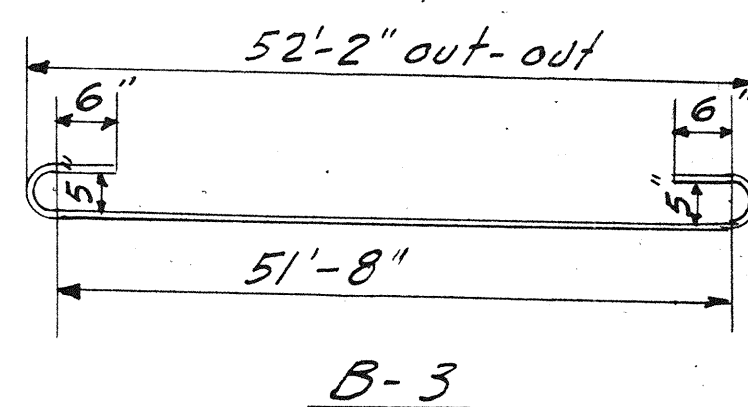
BILL OF STEEL			
NO	SIZE	LENGTH	MARK
385	1/2" ϕ	8'-7"	B-1
28	"	27'-0"	B-2
42	1/2" ϕ	54'-3"	B-3
14	"	55'-6"	B-4
28	"	55'-6"	B-5
12	1/2" ϕ	26'-0"	W-1

REINFORCEMENT 27420 LBS.
28 BEARING RS 1400 "
70 Bolts 3/4" x 12" 105 "
14 - 16 Gauge Copper RS.

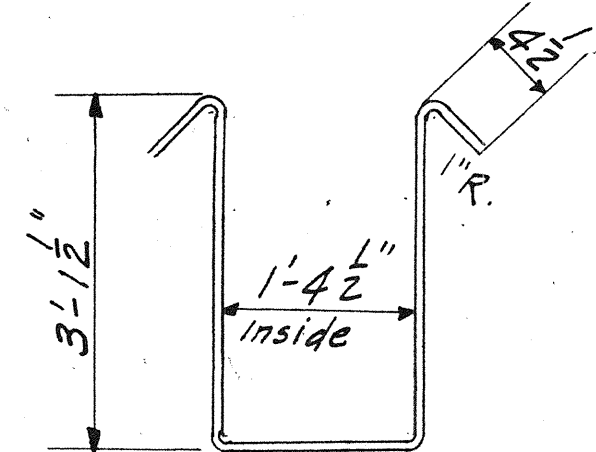
NOTE: Contact surfaces of plates on expansion end to be thoroughly coated with graphite



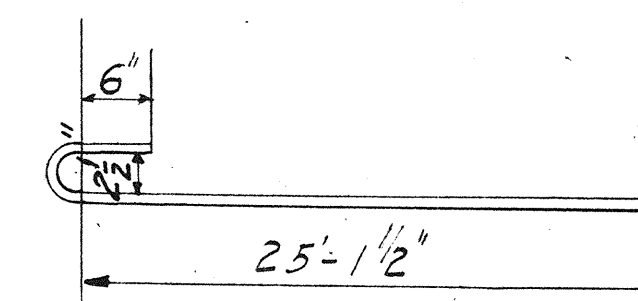
B-4 & B-5



B-3



B-1

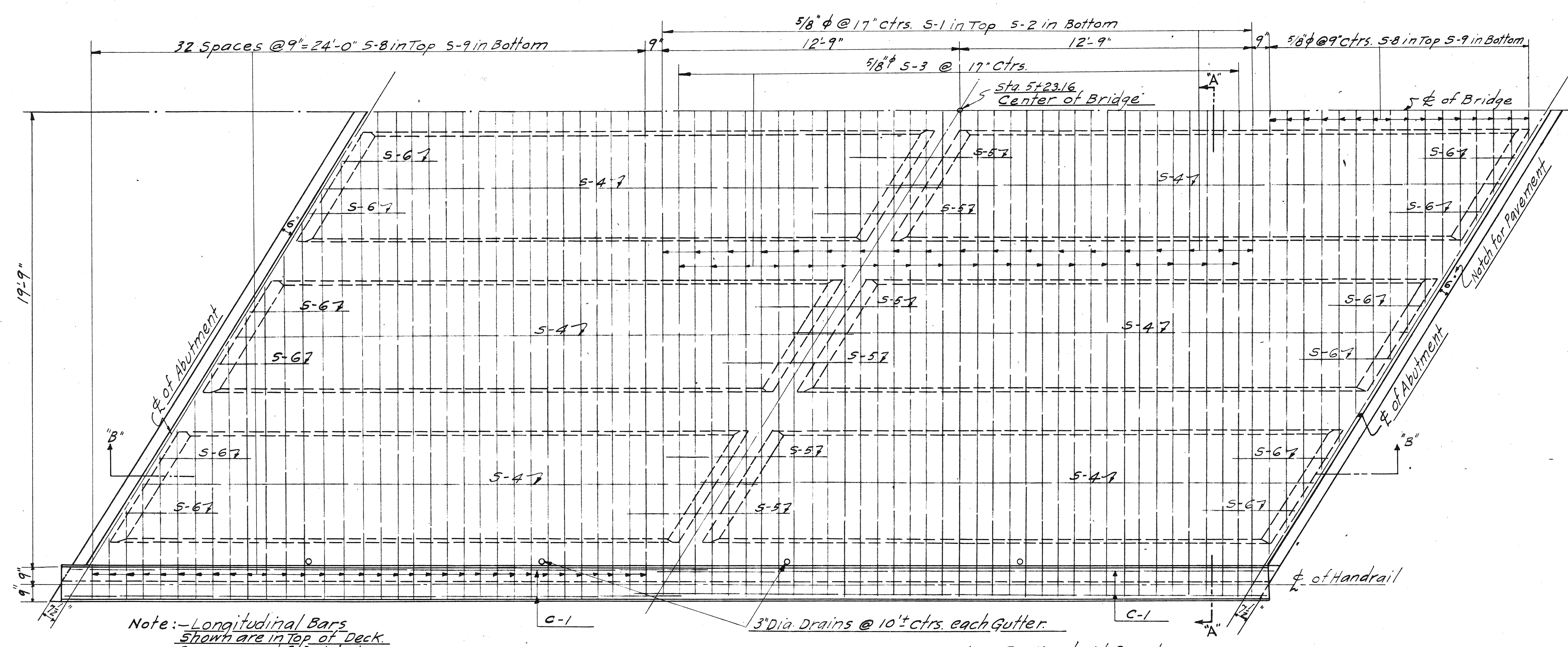


W-1

BENDING DETAILS

Note: Cost of plates and bolts to be included in price bid for other items.

GIRDER DETAILS BR. N^o 107
SUTTER CREEK BRIDGE
OLD HALLS FERRY ROAD
ST. LOUIS COUNTY.

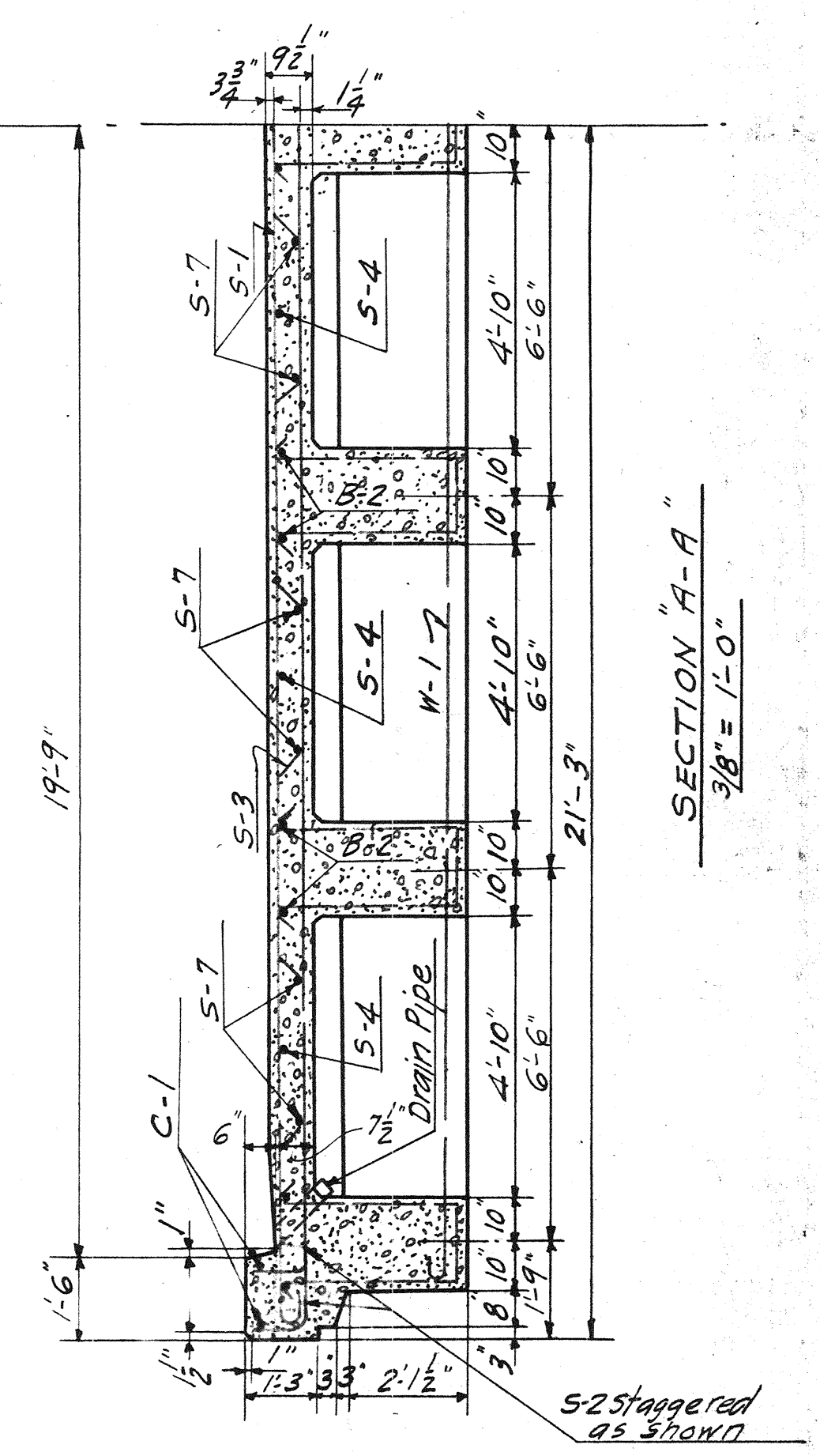


Note: - Longitudinal Bars shown are in top of Deck. Bars S-7 and S-2 Not shown

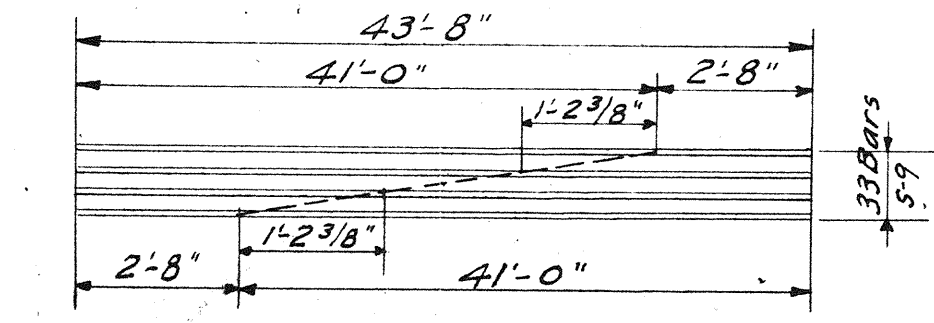
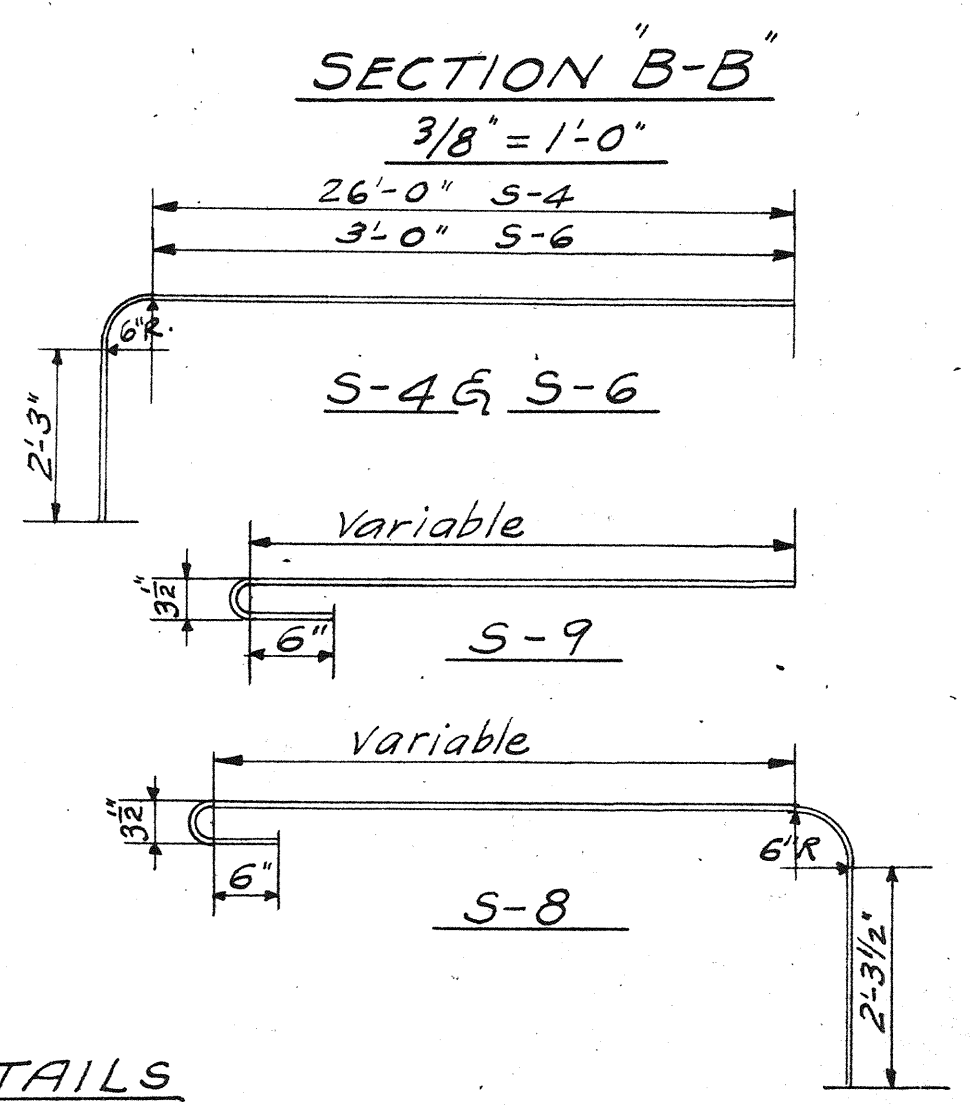
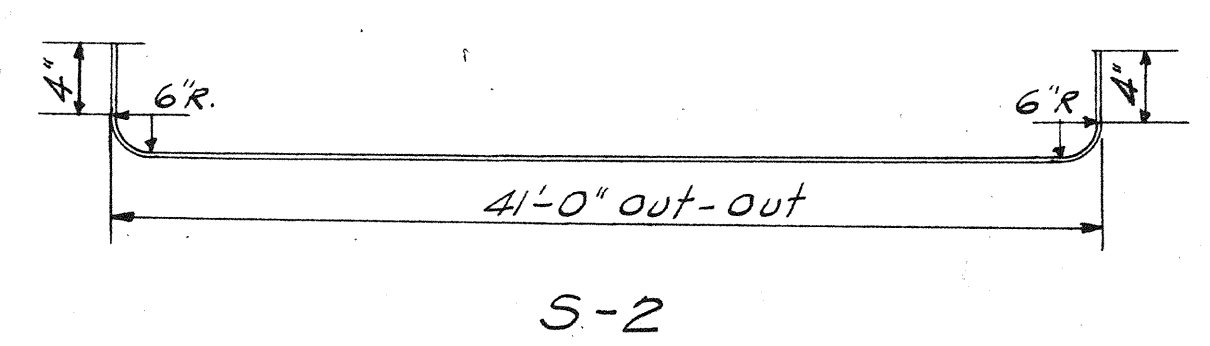
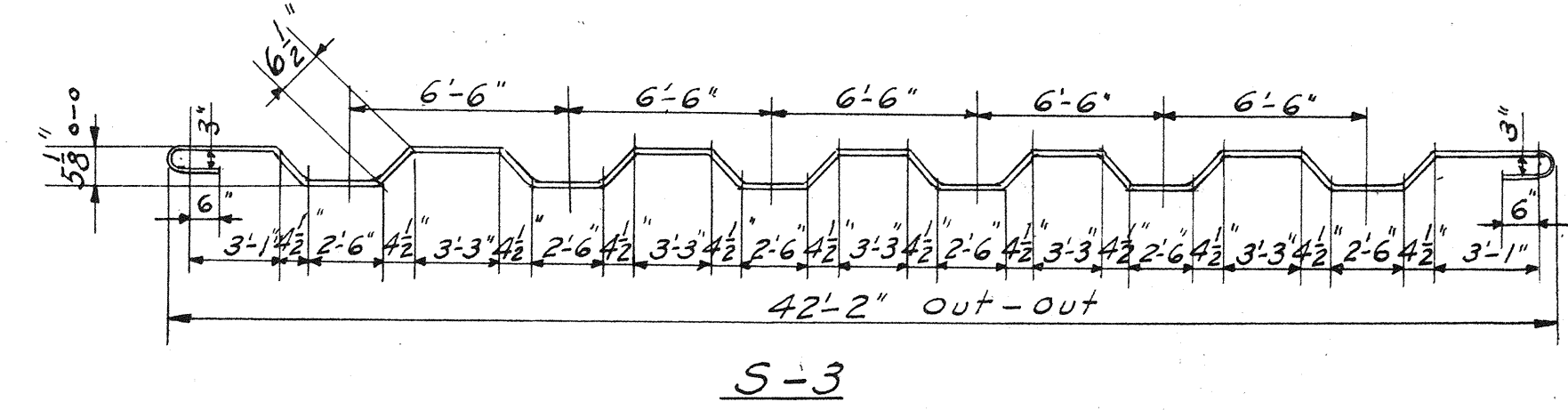
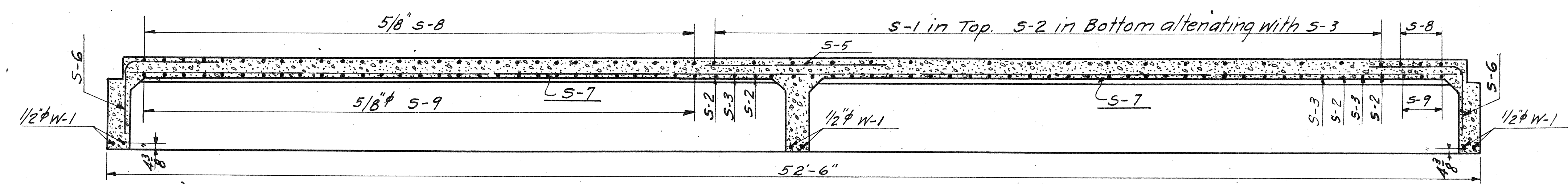
Note: - For Handrail Dowels see sheet # 5

Note: Exposed edges to be beveled $\frac{3}{4}$ unless otherwise shown.

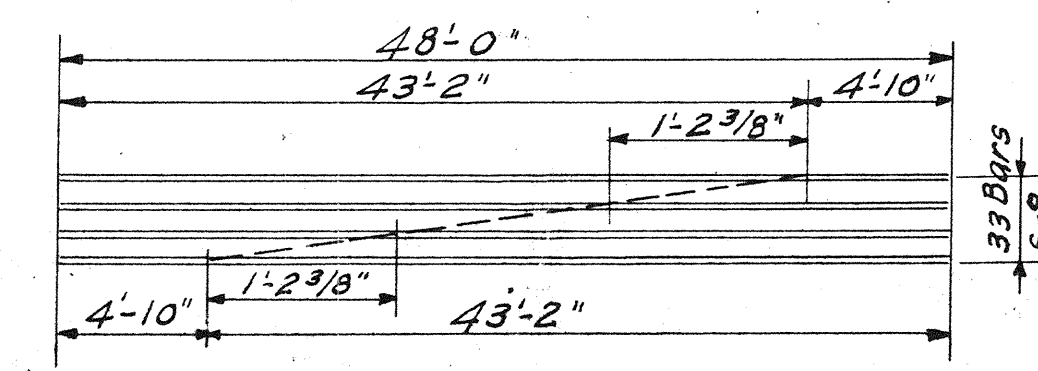
HALF PLAN OF DECK REINFORCEMENT
 $\frac{3}{8}'' = 1'-0''$



SECTION "A-A"
 $\frac{3}{8}'' = 1'-0''$



Cutting Diagram for Bars S-9
(Provide 66 Bars and Bend as Shown)

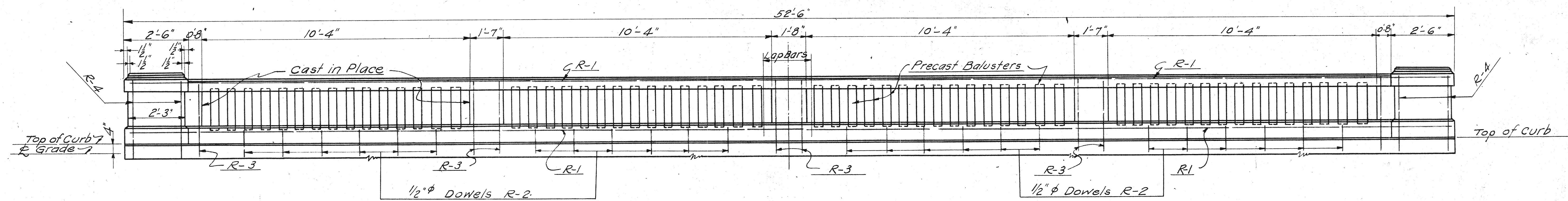


Cutting Diagram for Bars S-8
(Provide 66 Bars and Bend as Shown)

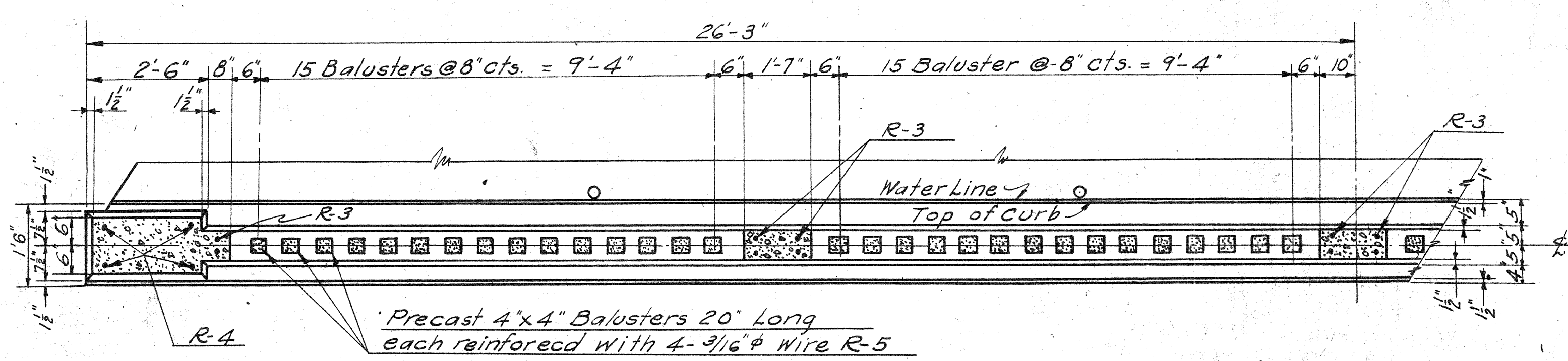
BILL OF STEEL			
Nº	SIZE	LENGTH	MARK
19	5/8" φ	42'-3"	S-1
19	"	41'-3"	S-2
18	"	45'-9"	S-3
12	1/2" φ	29'-0"	S-4
12	"	7'-0"	S-5
24	"	6'-0"	S-6
24	"	26'-6"	S-7
33	5/8" φ	48'-0"	S-8
33	"	43'-8"	S-9
8	1/2" φ	27'-0"	C-1

REINFORCEMENT 6615 LBS

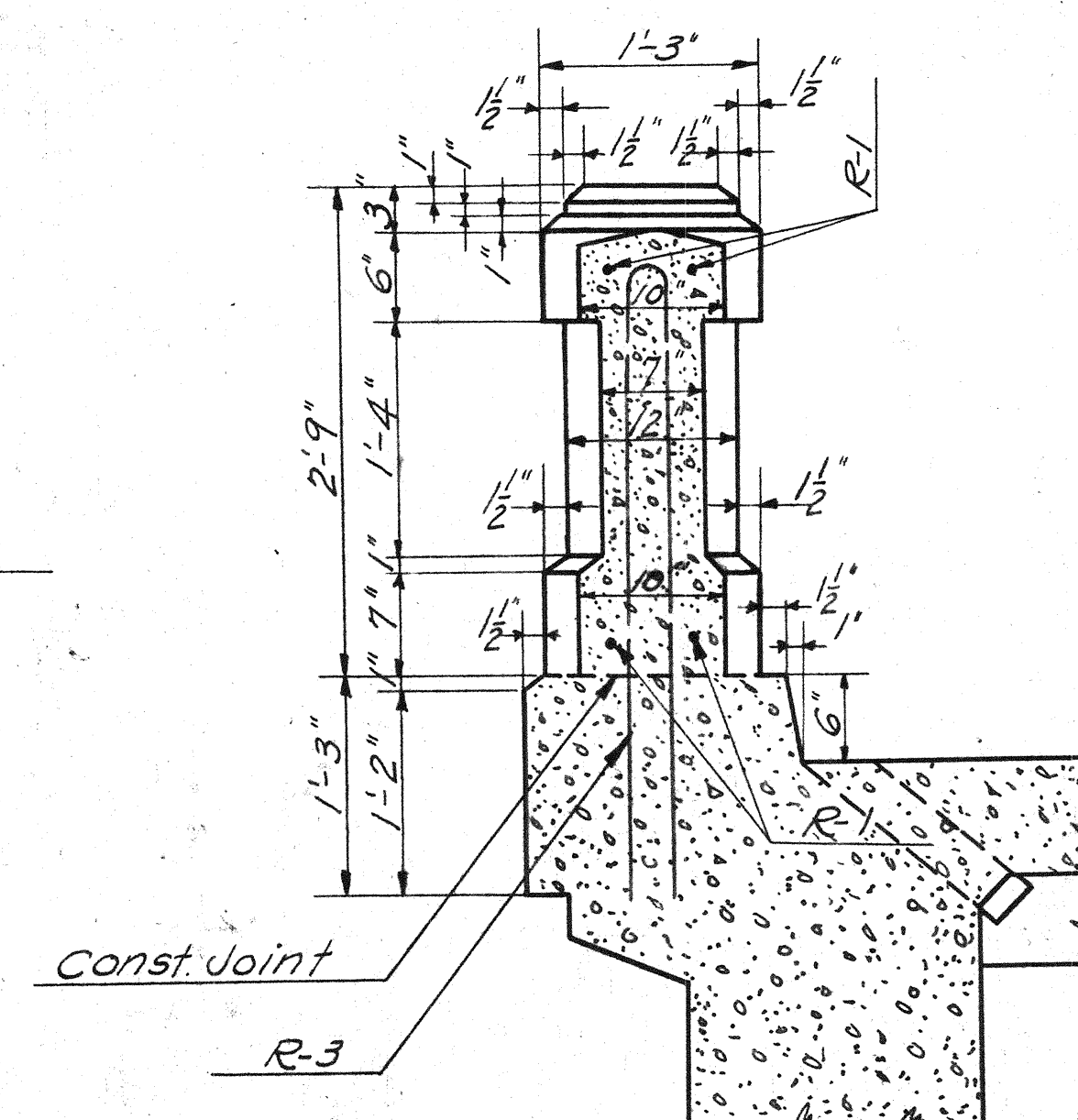
DECK SLAB BR. Nº 107
SUTTER CREEK BRIDGE
OLD HALLS FERRY ROAD
ST. LOUIS COUNTY



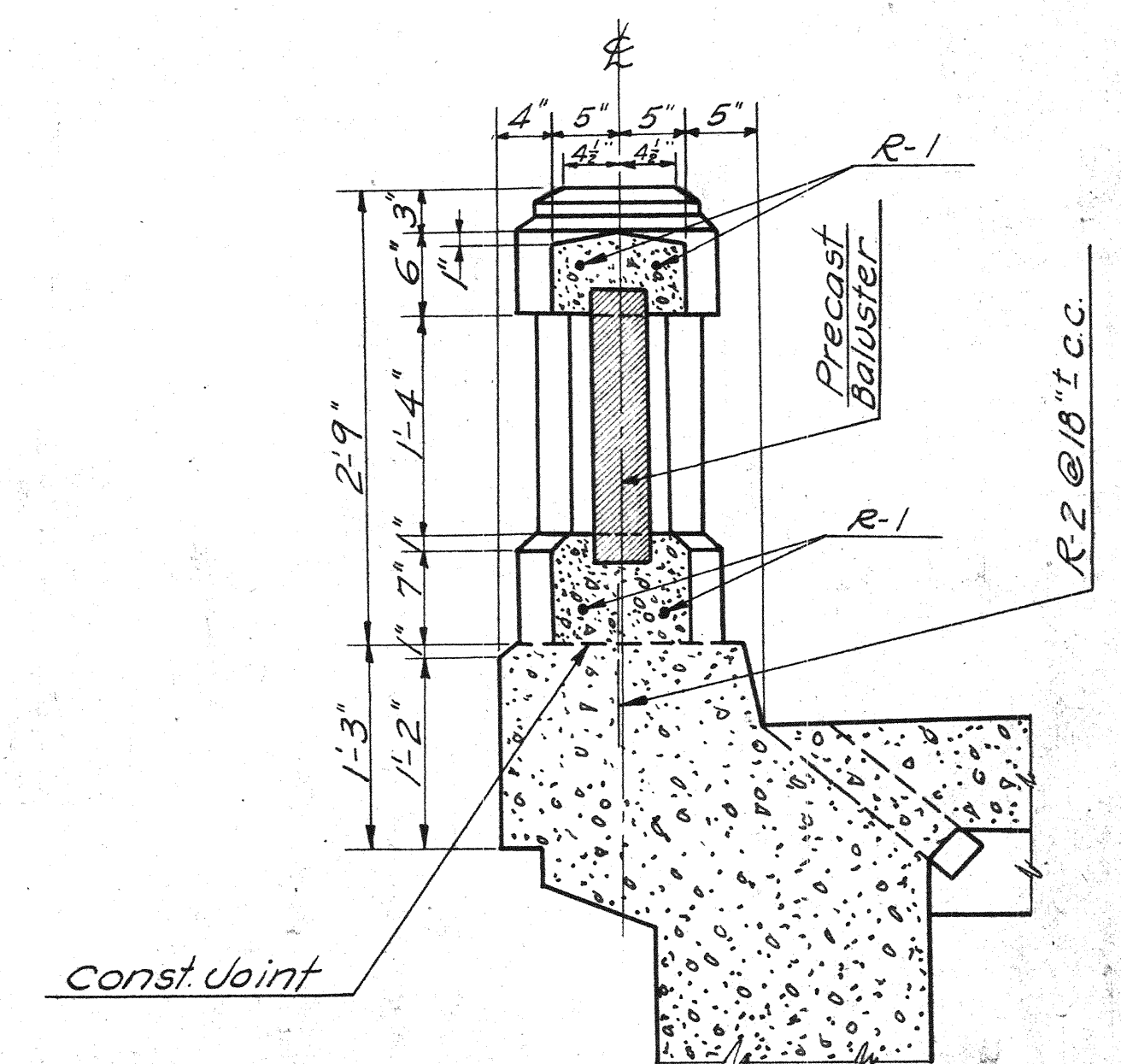
ELEVATION
1/2" = 1'-0"



HORIZONTAL SECTION
1/2" = 1'-0"



SECTION THRU SUBPOST
1" = 1'-0"



SECTION THRU BALUSTER
1" = 1'-0"

NOTE: All Shoring to be Removed before Handrail is Placed.

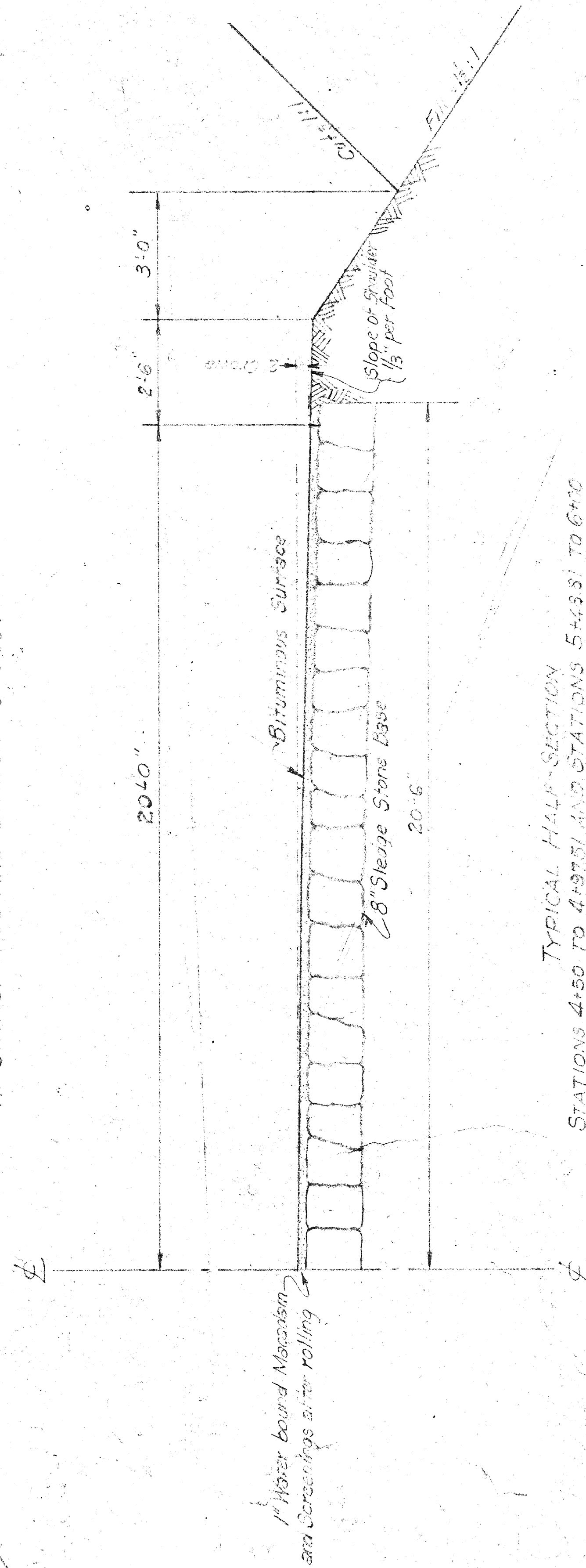
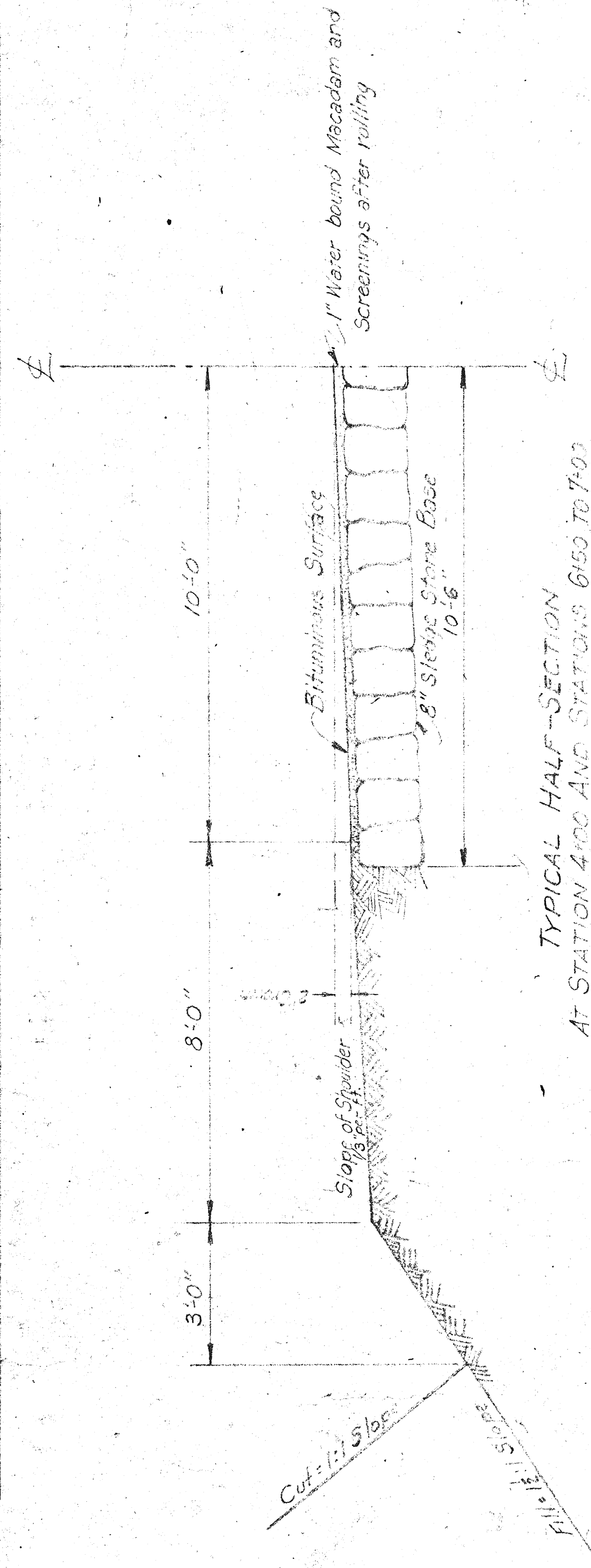
BILL OF REINFORCING STEEL				
NO	SIZE	LENGTH	MARK	BENDING DETAILS
16	1/2" φ	27'-0"	R-1	<p>R-3</p>
48	"	1'-0"	R-2	
16	"	7'-9"	R-3	
16	"	3'-9"	R-4	
480	3/16" φ	1'-6"	R-5	

ESTIMATED QUANTITIES
FOR HANDRAIL

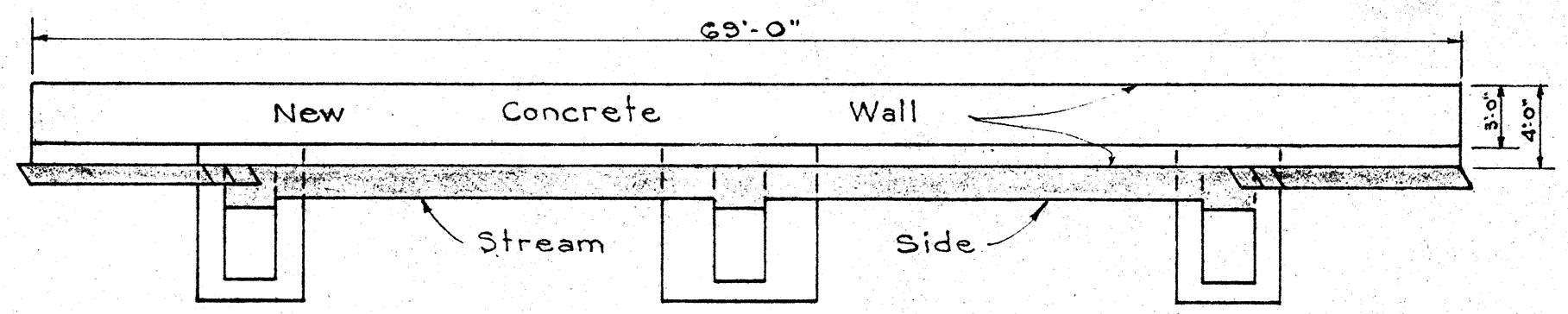
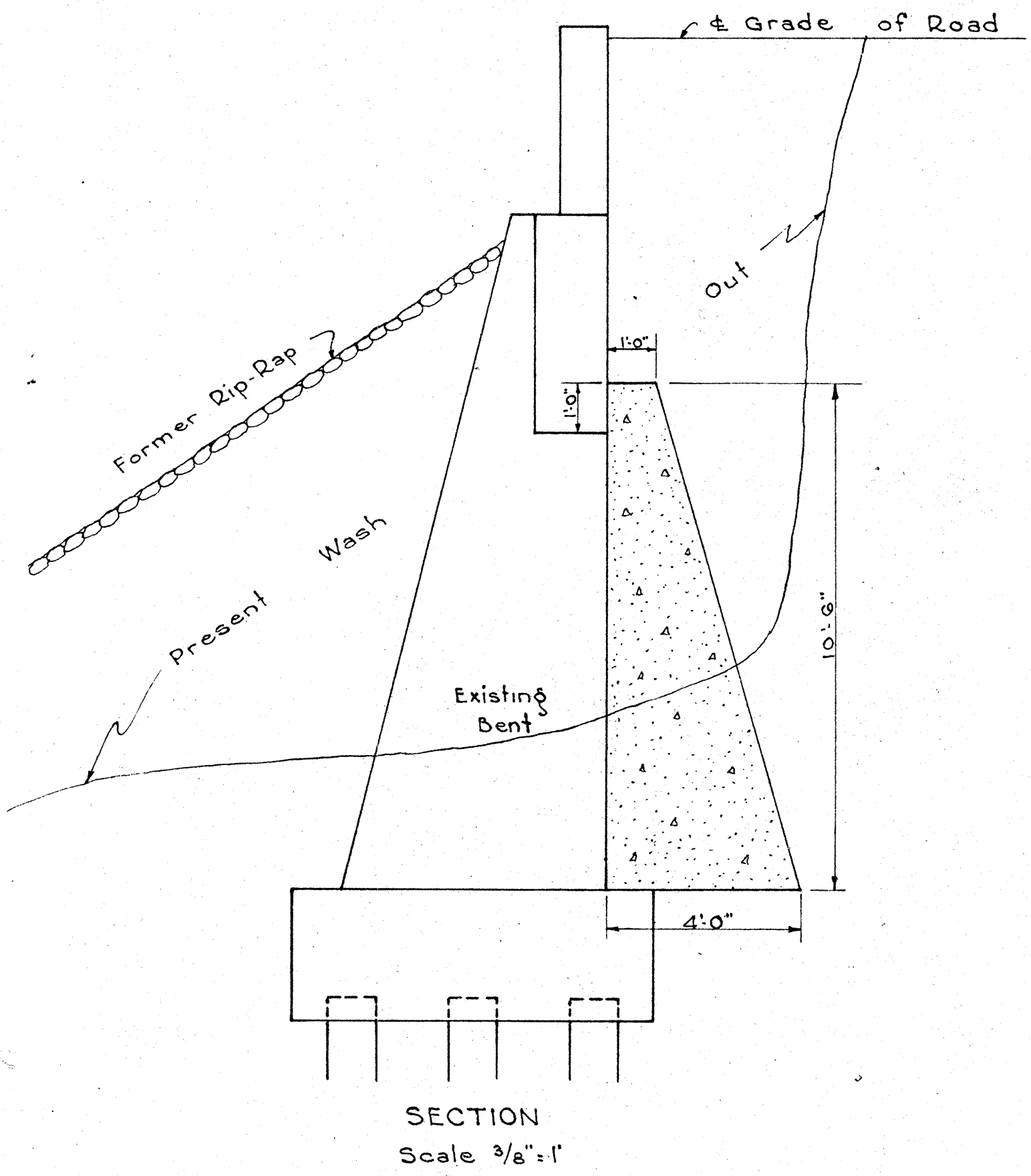
CLASS "X" CONCRETE (1-2-3 Mix) 5.36 Cu Yds.
REINFORCEMENT 510 Pounds.

HANDRAIL BR. No. 107
SUTTER CREEK BRIDGE
OLD HALLS FERRY ROAD
ST. LOUIS COUNTY
OFFICE OF HIGHWAY ENGINEER CLAYTON MO., NOV. 1931.

ITEM NO	DESCRIPTION	LOCATION	QUANTITY	TOTALS
1	COMMON EXCAVATION	Channel Change 4+00 to 7+00	3471 Cu Yds	3543 Cu Yds
5	JETTING FILLS	BRIDGE	372 Cu Yds	300 Cu Yds
13	SLEDGE STONE BASE	4+00 to 7+00	300 Cu Yds	310 Sq Yds
19	EARTH SHOULDER	4+00 to 7+00	910 Lin. Ft.	500 Lin. Ft.
21	BITUMINOUS SURFACE COURSE	4+00 to 7+00	500 Sq. Yds.	638 Sq. Yds.
25	CLASS "A" CONCRETE MASONRY	BRIDGE	883 Cu Yds	1319 Cu Yds
26	CLASS "B" CONCRETE MASONRY	BRIDGE	877 Cu Yds	877 Cu Yds
27	CLASS "C" CONCRETE MASONRY (PILE SEAT)	BRIDGE	494 Cu Yds	494 Cu Yds
27A	CLASS "X" CONCRETE MASONRY	BRIDGE	5.4 Cu Yds	5.4 Cu Yds
28	REINFORCEMENT FOR CONCRETE MASONRY	BRIDGE	42355 lbs	42855 lbs
54	RIP RAP	BRIDGE	65 Squares	65 Squares
57	CRESOTED PILES	BRIDGE	840 Lineal Feet	840 Lineal Ft.
57A	CRESOTED PILES CUT-OFF	BRIDGE	210 Lineal Feet	210 Lineal Ft.
69	TEMPORARY WOODEN TRESTLE	BRIDGE	53 Lineal Feet	53 Lin. Ft.
70	TEMPORARY EARTH APPROACH	BRIDGE	100 Cu Yds.	100 Cu Yds.
81	BRIDGE EXCAVATION	BRIDGE	255 Cu Yds	255 Cu Yds



PAVING DETAILS



NOTE:
Construct plain cement concrete
wall behind each abutment.

BILL OF MATERIAL
Concrete (Class-B) 135.0 Cu.Yds.

107

Repairs to Abutments of Bridge No. 705 on
OLD HALLS FERRY RD.
0.1 Miles North of New Halls Ferry Road
Office of St. Louis County Highway Eng'r.
Clayton, Mo. May 3, 1944
Approved by

[Signature]
County Surveyor & ex-officio Hwy. Eng'r.

PLAN

grade ↗

Fixed ↗

Free ↗

0.5% ↗

5+48.66
E1. 63.14

5+23.16
E1. 63.015

4+97.66
E1. 62.89

♀ of Bearing ↗

Bent No. 2 ↗

Bent No. 1 ↗

♀ of Bearing ↗

Rip Rap ↗

E1. 47.5 ↗

12" WATER MAIN through creek
16' W. ♀ Old Halls Ferry Rd

BRIDGE NO. 107
OLD HALLS FERRY RD

PROFILE ALONG ♀ OF BRIDGE

PLAN

grade ↗

Fixed ↗

Free ↗

0.5% ↗

5+48.66
El. 63.14

5+23.16
El. 63.015

4+97.66
El. 62.89

El. 47.57

Rip Rap ↗

Bent No. 2

Bent No. 1

12" WATER MAIN through creek
16' W. of Old Halls Ferry Rd

BRIDGE NO. 107
OLD HALLS FERRY RD

PROFILE ALONG C. OF BRIDGE

PLAN

grade ↗

Fixed ↗

Free ↗

0.5% ↗

5+48.66
Elev. 63.14

5+23.16
Elev. 63.015

4+97.66
Elev. 62.89

Center of Bearing ↗

Bent No. 2

Rip Rap ↗

Elev. 47.57

12" WATER MAIN through creek
16' W. of Old Halls Ferry Rd

Bent No. 1

Center of Bearing ↗

BRIDGE NO. 107
OLDS HALLS FERRY RD

PROFILE ALONG C. OF BRIDGE